ABBREVIATIONS AND EXPLANATIONS.

P L G	Petrol Landing Ground.
E L.G.	Emergency Landing Ground.
V L.G	Vacated Landing Ground.
C L.G	Co-operation Landing Ground
P.	Petrol.
O	Oil.
R.S	Railway Station
P O	Post Office
T O.	Telegraph Office.
C.	Castrol Oil.
V.	Veedol Oil.
B B	B B Oil.
B P.	Boundary Pillar
	North Point (referring to plane of L. G's)

NOTES ON THE GENERAL LANDING GROUND SITUATION.

1 *Petrol Landing Grounds* are grounds where petrol and oil are stocked either in a hut on or near the landing ground or in charge of the local S & T authorities Tha following stores should also be available —

Petrol and water funnels, chocks, ladder, Chamois leather and screw picquets These grounds will be maintained and marked out with boundary pillars and a circle

2 *Emergency Landing Grounds* are those which will be maintained and marked in the same way as P L G's, but will not be stocked with any fuel or stores

3 The responsibility for the maintenance of both the above types of ground rests primarily with the C R E , R A F , Headquarters, who will deal direct with the A C R E 's concerned *Units will be responsible for inspecting quarterly those grounds allotted to them*, and for reporting to H Q , R A F , any maintenance or other work necessary They will also check the stocks of petrol and oil and report deficiencies direct to the S & T authorities concerned

4 *Vacated Landing Grounds* are those which are sited on waste land and for which no rent is paid These grounds will not be maintained or inspected, but will merely he noted for use in case of emergency, and reported on when opportunity offers

5 *Co operation Landing Grounds* are emergency landing gounds ... ween the R A F and ... net from the Training

6 Obstructions on landing grounds will be marked in accordance with A M W O 337 1923 and C R E 's letter No 10069-CRE 14th December 1923 See page 9

7 Normally, chowkidars will only be kept where essential ing after fuel supplies

R. A. F. Routes in India.

Route I.—Karachi to Quetta

Distance			*Distance.*
0	KARACHI	(Aerodrome)	0
100	HYDERABAD	(P.L.G.)	100
195	PAD I DAN	(P.L.G.)	195
305	JACOBABAD	(P.L.G.)	305
400	SIBI	(P.L.G.)	400
485	QUETTA	(Aerodrome)	485
515	PISHIN	(P.L.G.)	515
565	CHAMAN	(P.L.C.)	565

Route II.—Karachi to Lahore.

0	KARACHI	(Aerodrome)	0
100	HYDERABAD (SIND)	(P.L.G.)	100
195	PAD I DAN	(P.L.G.)	195
335	RETI	(P.L.G.)	335
400	KHANPUR	(E.L.G.)	400
535	MULTAN	(P.L.G.)	535
635	MONTGOMERY	(P.L.G.)	635
740	LAHORE	(Aerodrome)	740

R A F. Routes in India—*contd*

Route III.—Lahore to Peshawar

Distance			*Distance*
0	LAHORE	(Aerodrome)	0
65	WAZIRABAD	(E.L.G.)	65
105	JHELUM	(P.L.G.)	105
125	*DINA*	(*I.L.G.*)	125
135	*SOHAWA*	(*I.L.G.*)	135
150	*GUJAR KHAN*	(*I.L.G.*)	150
160	RAWALPINDI	(P.L.G.)	160
205	*HASSAN ABDUL*	(*I.L.G.*)	205
255	RISALPUR	(aerodrome)	255
285	PESHAWAR	(aerodrome)	285

Route IV.—Lahore to Miranshah

0	LAHORE (aerodrome)		0
2	SUKHEKE (I.L.G.)	WAZIRABAD (I.L.G.)	65
		JHELUM (P.L.G.)	105
130	KHUSHAB (E.L.G.)		200
185	MIANWALI (P.L.G.)		255
250	BANNU (P.L.G.)		320
280	MIRANSHAH (aerodrome)		350

R. A. F. Routes in India—*contd*

Route V—Risalpur and Peshawar to Miranshah

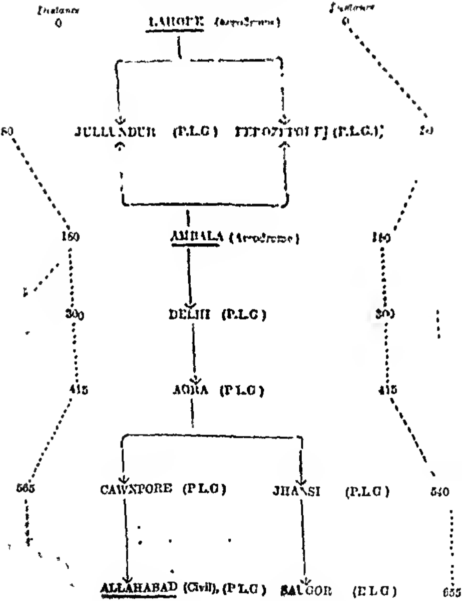
Distance			Dist
0	PESHAWAR (aerodrome)	RISALPUR (aerodrome)	
35	KOHAT (aerodrome)		50
50	LACHI (E.L.G.)		65
105	BANNU (P.L.G.)		130
135	MIRANSHAH (aerodrome)		155

Route VI—Risalpur and Peshawar to Quetta

0	RISALPUR (aerodrome)		0
30	PESHAWAR		30
65	KOHAT		65
70	LACHI (E.L.G.)		70
125	BANNU (P.L.G.)		125
170	TANK (P.L.G.)		170
255	FORT SANDEMAN (P.L.G.)		255
	BAGH (P.L.G.)	MURGHA (E.L.G.)	
	. L. G)	LORALAI (P.L.G.)	
	)		460

R. A. F. Routes in India—contd.

Route VII.—Lahore to Allahabad or Saugor.



Route V—Risalpur and Peshawar to Miranshah

Distance		Distance
0	PESHAWAR (aerodrome) / RISALPUR (aerodrome)	
35	KOHAT (aerodrome)	50
50	LACHI (E L G)	65
105	BANNU (P L G)	130
135	MIRANSHAH (aerodrome)	155

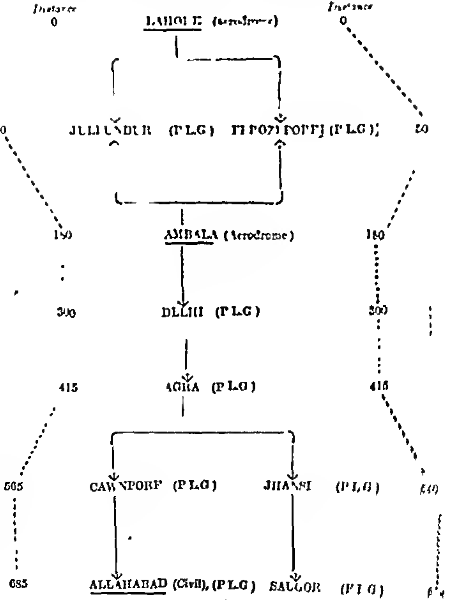
Route VI—Risalpur and Peshawar to Quetta

Distance			Distance
0	RISALPUR (aerodrome)		0
30	PESHAWAR		30
65	KOHAT		65
70	LACHI (E L G)		70
125	BANNU (P L G)		125
170	TANK (P L G)		170
255	FORT SANDEMAN (P L G)		255
365	HINDUBAGH (P L C)	MURGHA (E L G)	
420	PISHIN (P L G)	LORALAI (P L G)	
440	QUETTA (aerodrome)		460

route Loralai Quetta via Harnai will not be used

R. A. F. Routes in India—cont'd

Route VII—Lahore to Allahabad or Saugor.



R. A. F. Routes in India—*concld.*

Route VIII.—Karachi to Peshawar, Risalpur or Miranshah.

Distance		*Distance*
0	KARACHI (aerodrome)	0
100	HYDERABAD (P L G)	100
195	PADIDAN (P L G)	195
335	RETI (P L G)	335
400	KHANPUR (E L G)	400
530	MULTAN (P L G)	530
660	DERA ISMAIL KHAN (P L G)	660
700	TANK (P L G)	
760	MIRANSHAH (aerodrome)	
	MIANWALI (P L G)	725
	KOHAT (aerodrome)	795
	PESHAWAR (aerodrome)	830
	RISALPUR (aerodrome)	860

Operational grounds on the North-West Frontier and in Baluchistan.

North-West Frontier.

P L G's and E L G's

Arawali	E L G
Dargai	E L G.
Hangu	E.L.G.
Khirgi	P.L G.

Operational grounds on the North-West Frontier and in Baluchistan—contd.

North West Frontier—contd.

P.L.G.'s and E.L.G.'s—contd.

Landi Kotal . . .	E.L.G.
Larmak .	E.L.G.
Sarwekai	E.L.G. cannot be maintained at present.
Shabkadr . . .	E.L.G.
Sararogha .	P.L.G.
Spinwam .	E.L.G.
Thal	E.L.G.
Wana	E.L.G. cannot be maintained at present

Baluchistan

P.L.G.'s and E.L.G.'s

Chaman	P.L.G.
Hindubagh	P.L.G.
Pishin	P.L.G.

E.L.G.'s

Almedwal	Gulistan
Duzdap	Mirjawa

Nushki

Miscellaneous Grounds in which the R. A. F. are not at present concerned.

Calcutta Dum Dum

This is a ground maintained by the Air Board, G. of I. and to whom all applications for its use should be made. Dimensions 690 by 1,100 yards.

[illegible]	[illegible]
Turbat.	Pasni.
Panjgur	Surafi

D[illegible]

Landing Grounds maintained by the Army for Training and Co-operation Purposes

Akora.	Roorkee (n t voth)
Kutwa.	Saugor

Aun lh

L. G.s along Nushki-Duzdap Extension Rly.

Nushki
Dalbandin
Yackmach
Nok Kon h
Koh i Taf Tan

No 10079 C R F, dated 13th November 1923.

Memorandum.

Definitions of Types of Landing Grounds and Present Landing Ground Policy

1. Landing Grounds are classified under the following heads :—

Aerodromes

Petrol Landing Grounds (P L G).

Emergency Landing Grounds (E L G)

Vacated Landing Grounds (V.L.G)

2 (*a*) An Aerodrome is a Landing Ground alongside which are built hangars and technical buildings, *e g*, Quetta, Peshawar, Dardoni.

(*b*) A Petrol Landing Ground is a Landing Ground at which aviation petrol is obtainable either from a shed on the ground or from some source near by.

(*c*) An Emergency Landing Ground is a ground which may be used at any moment either by machines which owing to heavy adverse wind cannot make a P L G or for one of many other reasons Aviation petrol may be available near these grounds but it is not a necessity.

(*d*) A Vacated Landing Ground is one that is not normally kept up.

3 The following methods relating to marking Landing Grounds and regulating their approaches is to be adopted :—

(*a*) All Aerodromes, P. L G.'s and E L G.'s will be kept in proper repair They will be marked as follows :—

(1) Corner posts 6' high (whitewashed) at all corners.

(2) A circle 30 yards diameter of broken metal or brick ballast consolidated and whitewashed, depth of metal 8", width 3 feet

(3) Similar metal or brick for 20* from each corner pillar, along the boundary consolidated and whitewashed.

(4) Bad ground should be marked *vide* ~~blue print attached~~ diagram on

The circle is to enable a pilot to pick up the ground quickly

The pillars are to prevent encroachments

The whitewashed metal or brick is to distinguish the grounds in the air from many other camping grounds and enclosures in the event of the circle not being conspicuous

The approaches to landing grounds are most important especially to small grounds If possible a machine descending at an angle of 1 in 7, should be able to land on any edge at any point without risk of touching any tree or other obstruction Telegraph and telephone lines are especially dangerous as they are invisible from the air

(b) No Vacated Landing Grounds will be kept up and they will be marked only by whitewashed pillars to prevent encroachment There will be no circle and no boundary metalling near corners There is no guarantee that the surface will be good but they will afford the most likely landing ground for an emergency

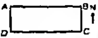
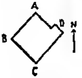
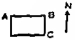
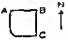
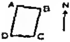
4 The policy regarding petrol sheds and chowkidars is as follows —

(c) Petrol Landing Grounds which are much used are to have a petrol shed on the edge of the aerodrome Arrangements will be made for the replacement by the R A S C of empty by full tins The key will be either in the custody of a near by quarter guard or kept by a chowkidar If a guard or other reliable person is permanently in the close vicinity to the P L G no chowkidar will be necessary if there is no such safeguard near at hand a chowkidar's hut is to be built close to the petrol shed and a chowkidar employed Except for special reasons no chowkidars will be employed on any ground except to guard petrol sheds or other R A F material.

(d) Emergency Landing Grounds are not to have petrol sheds built alongside No chowkidars will be necessary except for special reasons

The following policy is to be adopted regarding Vacated Landing Grounds may be —

(1) On Government land in possession if acquired or acquired by Government for other purposes in the past

NAME OF GROUND	MAP REFERENCE	TYPE OF GROUND AND CLASS OF MACHINE FIT FOR.	SKETCH OF GROUND
AGRA	$\frac{1}{1\ 000\ 000}$ 54 C1 0 2	P L G *All types*	
AHMAD WAL	$\frac{1}{1\ 000\ 000}$ 34 B.3 9 4	V L G	
AHMEDABAD	$\frac{1}{1\ 000\ 000}$ 46 A 1 6 0 E of Cantonment	P L G A l types	
AKORA	$\frac{1}{1\ 000\ 000}$ 43 A 3 5 7 N of Akora R S	E L G *B F* Co operation	
ALLAHABAD (BAM RAOLI)	$\frac{1}{1\ 000\ 000}$ 63 B 3 7 4 5 M W of Allahabad	P L C All types	
AMBALA	$\frac{1}{1\ 0?\ 000}$ 53 A ? 8-3 S E of Cantonments	Aerodrome All types	
AMRITSAR	$\frac{1}{1\ 000\ 000}$ 44 C A 9 7 1 M S of Cantonments	E L G B F	
ARAWALI	$\frac{1}{1\ 000\ 000}$ 55 C.3 3 7	E L G All types	

A B [illegible] B C [illegible]	W	[illegible]	[illegible]
A B [illegible] A D [illegible]		[illegible]	[illegible]MAD WAT.
A B [illegible] B C [illegible] C D [illegible] D A [illegible]		[illegible]	[illegible]MEDABAD.
A B [illegible] B C [illegible]	[illegible] W	[illegible]	KORA.
A B 1,5[illegible] B C 1,5[illegible]	N E Monsoon S W.	[illegible]	[illegible]LLAHABAD (BAM- RAULI.
A B 1,500 B C [illegible]	N W.	1,900'	[illegible]MBALA.
A B 500 B C 500	N W	[illegible]	[illegible]MRITSAR.
A B 597 B C 473 C D 277 D A 597	Morning S. E. Evening N W	3,700'	[illegible]ALL.

NAME OF ...	MARKINGS	APPROACHES	MAINTENANCE STOCKS PETROL OIL
AGRA	Circle & B. Ia	P N W } Clear S W } S E Hills [illegible]	P 480 O 224 32 V. of B. B. B. & T.
AHMADPUR .	.	.	Nil
AHMEDABAD .	..	..	P 240 O 160 16 V. of B. B.
AKOLA .	Circle & B. Ia	All clear	Nil
ALLAHABAD (BAMRAULI) .	& B. Ia	N Tel. wires [illegible] E Village S Trees at S E [illegible] W Trees with gap	P 480 O 32 [illegible] 32 V. of B. B. [illegible] B. & T.
AMBALA . . .	Circle B. Ia	N W Clear S E [illegible] Village N E Trees S W [illegible]	P 240 O 200 [illegible] 24 V. of B. B.
AMRITSAR .	Circle & B. Ia	All clear	P 240 [illegible] 16 [illegible] 16 V. of B. B. S & T [illegible]
[illegible] . .	Circle B. Ia	S Nallah N Nallah E Clear W [illegible]	Nil

[illegible]	[illegible]	[illegible]	[illegible]
O. C. & C. O. K. & Y. A. Lines	No.	11 M. & W.	[illegible]
..	No.	.	AHMAD WAL.
..	..	Cantonment T. O.	AHMEDABAD
Nil	No.	Abora E. D.	ARORA.
E. I. Ordnance and Railway Workshops, Allahabad.	No.	Fenwood E. D., Allahabad E. M.	ALLAHABAD (RAM BAGH).
E. P. Squadron Institute.	No.	Squadron Telephone, Ambala Telegraph Office.	AMBALA.
Railway and P. W. D. Workshops, Amritsar	No.	I. M. N. E. of Fort.	AMRITSAR.
Nil	No.	Telegraph N.C. Telephone to [illegible]	ARAWALI.

Name of ground	Authority for Guard	Accommodation and Food	Railway Station
AGRA	S S O., Agra.	B I Barracks Hotels in Agra	G I P Main Line *1 M W
AHMAD WAL			
AHMEDABAD	O C. Ahmedabad	Cantonment	Ahmedabad R. 5
AKORA	S S O, Nowshera	Nil	Akora ½ M. S
ALLAHABAD (BAMRAULI)	S S O Allahabad	B I and R A Barracks Allahabad	Bamrauli Allahabad 6 M
AMBALA	O. C. Squadron	Hangars 1 Squadron Barracks * Hotels Ambala	Ambala
AMRITSAR	O C. Amritsar Brigade	Barracks in Fort	Amritsar R. 9 1 M
?AWALI	Frontier Constabulary 1 M South.	Dak Bungalow Al zai 7½ M S	Thal R. 8 2 6" gauge 20 1

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	ALLAHABAD [illegible]
[illegible]	[illegible]	A. C. L. 2, A	AMBALA
[illegible]	[illegible]	A. C. L. 1, 1	
[illegible]	[illegible]	C 2	

[illegible]	[illegible]	[illegible]
Grass	[illegible]	[illegible]
Shingle		*AHMADWAL.*
Grass	.	AHMEDABAD.
Earth.	..	AKORA.
Grass	A Civil Guard	ALLAHABAD (BAMRAULI).
Grass.	..	AMBALA.
Grass	..	AMRITSAR.
Shingle and earth	..	ARAWALI.

NAME OF GROUND	ACQUIRED	FENCED	AVERAGE YEARLY MAINTENANCE
AGRA	Government, Military	No.	Rs. 19)
AHMAD WAL	Wast land	No.	Nil
AHMEDABAD	Government, Military	No	193
AKOPA	Government, Military	No.	100
ALLAHABAD (BAMRAOLI)	Civil 29 ,86	No.	Military Nil Civil 300
AMBALA	Part of Cantonment	No.	100
AMRITSAR .	Government I nt land	No.	50
ARAWALI . .	Governme t Ci il	No.	200

Dimensions in yards.	Prevailing wind, &c.	Height above sea level.	Name of [illegible]
A B [illegible] | D E [illegible] B C [illegible] | E F [illegible] C D [illegible] | F A [illegible]	S. W. or E.	[illegible]	[illegible] CHOWKIS.
A B 500 B C 500	N. E. [illegible] S. W.	[illegible]	AWNPORE.
A B 500 | F G [illegible] B C 500 | G H [illegible] C D 210 | H I [illegible] D E [illegible] | I J [illegible] E F [illegible] | J A [illegible]	W.	2,5[illegible]	[illegible]
A B 400 B C 470	S.	[illegible]	[illegible]
A B 500 B C 500	Slight variable.	[illegible]	DERA ISMAIL KHAN
A B 567 B C 503 C D 433 D A 500	..	..	DINA.
A B 400 B C 400	N. W.	1,2[illegible]	DARGAI.
A B 500 B C 500	W.	300	

Name of ground	Markings	Approaches.	Maintenance stocks petrol, oil.
Bannu (Islam Chowki).	Circle 4 B Ps	All clear	P 100 O 6 C 6 V or B D. In Hut
Cawnpore . .	Circle 1 B P S. W Corner	E W & N Trees S. Barracks.	P 490 O 32 C 32 V or B B S & T
Chaman .	Circle B Ps	Clear except for cemetery on south side	P 1,000 O 80 C. S & T Fort
Delhi . .	Circle 4 B Ps	All clear	P 490 O 32 C. 32 V or B. B S & T, Delhi Fort
Dera Ismail Khan	Circle 4 B Ps	All clear	P 490 O 32 C 32 V or B B S & T
Dina .	..	..	..
Dargai . . .	Circle 4 B Ps.	Clear except E. Trees.	Nil
Ferozepore . .	Circle 4 B Ps.	N W Clear S Trees E Cantonments.	P 240 O 16 C 16 V or B B. Bde, S. O, S & T.

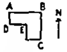
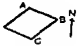
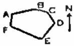
[illegible]	[illegible]	[illegible]	[illegible]
Nil	Yes	[illegible] Telephone [illegible]	[illegible] BHOWAL.
Railway Workshop Company	Yes	[illegible] and [illegible] Company	[illegible]WAPORE.
Nil	Yes	In Cantonments	[illegible]MAN,
Railway Workshop P. W. D. New Delhi Garages	Yes, winter season only	New Cantonments T. O. or Staff Cage Brigade H. Q.	[illegible]LHI,
M. D. S	..	Cantonment T. O	[illegible]RA ISMAIL KHAN
..	..	..	[illegible]NA,
Nil	No.	Dargai Fort T M X.	[illegible]ARGAI,
M. T. Coy.	No.	Cantonment T. O. [illegible] Teleph[illegible]	[illegible]E,

NAME OF GROUND	AUTHORITY FOR GUARD	ACCOMMODATION AND FOOD	RAILWAY STATION
BANNU (ISLAM CHOWKI)	S O, Bannu	Hanger Dak Bungalow, Bannu	Bannu R S
CAWNPORE .	S S O, Cawnpore	B I Barracks Adjoining guard Hotels etc	Cawnpore R S 2 M N N E
CHAMAN	S S O, Chaman	Cantonments	Chaman R S 600 E
DELHI	Brigade H Q New Cantonments	Barracks at New Cantonments Hotels, Delhi	Cantonment R S Metre Gauge ½ M Main Line Delhi R S
DERA ISMAIL KHAN	S S O, D I K	Cantonments Rest Camp Dak Bungalow	D I K R S
DINA .	..	..	..
DARGAI . .	O C Troops, Dargai Fort, 7 M N	Dargai Fort 7 M N	Shabkadr 2 M N Dargai 7 M N
FEROZEPORE	S S O, Ferozepore	B I Barracks in Cantonments	Ferozpore Cantonment R S 2 M N

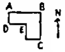
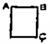
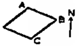
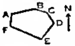
[illegible]	R. A. F. [illegible]	[illegible]	[illegible]
Military Hospital, Bannu	No. 1 Wing	[illegible]	BANNU (ISLAM CHOWKI).
Military Hospital, Cawnpore [illegible]	[illegible]	[illegible]	CAWNPORE.
In Fort.	No. 2 Wing.	[illegible]	CHAMAN.
New Cantonment Hospital.	[illegible]	[illegible]	DELHI
Station Hospital	No. 1 Wing	[illegible]	DERA ISMAIL KHAN
..	No. 2 Wing.	A. C. H. [illegible]	DINA.
Dargai Fort.	No. 2 Wing.	A. C. H. [illegible]	DARGAI.
Station Hospital.	Aircraft Park.	A. C. H. [illegible]	

NAME OF GROUND	ACQUIRED	RENTED.	AVERAGE YEARLY MAINTENANCE
			Rs.
BANNU (ISLAM CHOWKI).	Government part land.	No.	300
CAWNPORE . .	Government Grass Farm	No	15
CHAMAN .	Waste land, Military	No	700
DELHI . .	Government, Military	No.	200
DERA ISMAIL KHAN	Part Cantonment.	No.	100
DINA . . .	Government Camps	No.	Nil
DARGAI . . .	Government Military waste	No.	200
FEROZEPORE . .	Government, Military	No.	1.0

[illegible]	[illegible]	
[illegible] and earth		[illegible]
Grass.		[illegible]
Clay and gravel.		[illegible]
Grass		[illegible]
Putt		[illegible]
Putt		[illegible]
Putt	Retention and status under consideration (July 19[illegible])	[illegible]
Putt		FEROZEPORE.

NAME OF GROUND	MAP REFERENCE.	TYPE OF GROUND AND CLASS OF MACHINE FIT FOR	SKETCH OF GROUND
FORT SANDEMAN .	1/1 000 000 39 B 1 4 4 400 yds N of Fort	P L G B F	
GUJAR KHAN	1/1,000 000 43 B 3 3 3 Adjoining R S	P L G	
GULISTAN . .	1/1 000 000 34 C 2 6 7 200° N W of R S.	P L G	
HASSAN ABDAL	1/1 000 000 43 A 3 7 8 4 M S E of Hasan Abdal	P L G	
HANGU . . .	1/1 000 000 38 D 3 5 1 Kohat Thal Road	P L G All types	
HINDU BAGH . .	1/1 000 000 34 D 2 2 8 500° E of Fort.	P L G B F	
HYDERABAD (SIND)	1/1 000 000 40 A 3 3 4 S of Cantonments	P L G All types.	
JACOBABAD . .	1/1,000 000 39 A 4 8 4 1½ M E of R S	P L G All types	

DIMENSIONS IN YARDS	PREVAILING WIND [illegible]			NAME OF GROUND
A B [illegible]0 B C [illegible] A D 300 D E 2[illegible]0	E. to S. W. Dust storms in hot weather	6,[illegible]	[illegible]	FORT SANDEMAN
A B 200 B C 6[illegible]0 C D [illegible]0 D A 630	"	"	[illegible]	*GUJAR KHAN*
A B 300 B C 4[illegible]0	—		[illegible]	*GULISTAN*
A B 200 B C 4[illegible]0			[illegible]	*HASSAN ABDA*
A B 500 B C 500	N. W.	2,[illegible]00'		HANGI
A B 500 B C 300	W. to S. W. Dust storms nearly every evening.	6 0[illegible]'	[illegible]	DINDU BAGH
A B 481 | D F 5[illegible]3 B C 215 | F F 7[illegible] C D 316 | F A 1[illegible]	Summer S. W. Winter N.	[illegible]0'		HYDERABAD (SIND)
A B 480 B C 490 C D 463 D A 453	[illegible]	[illegible]%		JACOBABAD

NAME OF GROUND	MAP REFERENCE.	TYPE OF GROUND AND CLASS OF MACHINE FIT FOR.	SKETCH OF GROUND
FORT SANDEMAN .	$\frac{1}{1\ 000\ 000}$ 39 B1 44 400 yds N of Fort	F L G B F	
GUJAR KHAN .	$\frac{1}{1\ 000\ 000}$ 43 B3 33 Adjoining R S	F L G	
GULISTAN . .	$\frac{1}{1\ 000\ 000}$ 34 C• 67 100• N W of R S.	N L G	
HASSAN ABDAL	$\frac{1}{1\ 000\ 000}$ 43 A3 78 4 M S E of Hasan Abdal	N L G	
HANGU . .	$\frac{1}{1\ 000\ 000}$ 33 D3 31 Kohat Thal Road	E L C All types.	
HINDU BAGH . .	$\frac{1}{1\ 000\ 000}$ 34 D7 2·8 500• L of Fort.	F L O B T	
HYDERABAD (SIND)	$\frac{1}{1\ 000\ 000}$ 40 A3 84 S of Cantonments	F L G All types.	
JACOBABAD . .	$\frac{1}{1\ 000\ 000}$ 32 A4 84 1½ M E of R S	P L G All types	

Dimensions in yards	Prevailing wind etc	Altitude above sea level.		Name of ground.
A B 201 B C 631 A D 300 B E 2,0	S. to S. W. Dust storms in hot weather	4,55'	ala	FORT SANDEMAN.
A B 200 B C 6,0 C D 200 D A 650	..	..	la	*GUJAR KHAN.*
A B 300 B C 4,0	..	..	ir	*GULISTAN.*
A B 300 B C 450	.	..	la	*HASSAN ABDAL.*
A B 500 B C 500	N. W.	2,200'		HANGI.
A B 600 B C 900	W. to S. W. Dust storms nearly every evening	6,050'	v	HINDU BAGH.
A B 481 | D F 523 B C 215 | F F 770 C D 316 | F A 19..	Summer S. W. Winter N.	80'		HYDERABAD (SIND)
A B 490 B C 490 C D 463 D A 493	F	380'	I	

NAME OF GROUND	MAP	MARKINGS	APPROACHES	MAINTENANCE STOCKS PETROL OIL.
FORT SANDEMAN .	1 39 400 ys	Circle B Ps.	S & S E. Fort S Cemetery N W Tel wires	P 1000 O 80 C S & T in Fort.
GUJAR KHAN .	1 43 Adjc	..	..	Nil
GULISTAN . .	1 34 100* N	..	..	..
HASSAN ABDAL	1 43 4 M S	..	..	..
HANGU . . .	1 33 Kohat	Circle B. Ps.	Clear N W Road	Nil
HINDU BAGH . .	1 34 500*	Circle 4 B Ps	S Telegraph wires E Nallahs. W Stream and camp	P 500 O 40 C H 1200 yds W of I
HYDERABAD (SIND)	1 40 S of C	Circle 6 B Ds	Trees all round b t do not interfere	P 240. O 16 C 16 V or B B Hut on L G
JACOBABAD . .	1 33 1½ M.	C rel 4 B P	S W Old barracks otherwise clear	P 100* O 6 C 6 V or B B P W D Godown

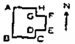
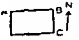
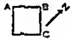
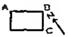
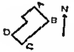
TAXI FACILITIES.				NAME OF GROUND.
Nil	Yes		Loralai	FORT SANDEMAN.
"			[illegible]	*GUJAR KHAN.*
"	"		(Civil)	*GULISTAN.*
"	"		[illegible]	*HASSAN ABDAL*
Nil	Y		[illegible]	HANGU.
Nil	Yes		(Civ	HINDU BAGH.
Nil except at R. S. and local garages	Yes		[illegible]	HYDERABAD (SIND).
Nil			Civil	JACOBABAD.

Name of ground	Map R	Authority for guard	Accommodation and food	Railway station
FORT SANDEMAN .	1 / 39 400 yds	S S O Fort Sandeman	Fort	Harnai 168 M.
GUJAR KHAN	1 / 43 Adjoi	Police	R S and Dak Bungalow	Gujar Khan R
GULISTAN .	1 / 34 100 [illegible]	O C. Levy Post	Rest House in Fort	Gulistan R S N W R.
HASSAN ABDAL	1 / 43 4 M [illegible]	Police	Rest House in village 3 M. N W	Hasan Abdal R [illegible]
HANGU .	38 Foh	O C Troops	Dak Bungalow Gurkha Regiment	Hangu R S 1 M
HINDU BAGH .	34 500	O C Fort	Fort 500 yds W of L G	Hindubagh R S 1½ M S S W
HYDERABAD (SIND)	4[illegible] S of	S S O Hyderabad	Barracks in Cantonments through S S O	Hyderabad R S 1 M.
JACOBABAD .	1[illegible]	Police	Dak Bungalow	Jacobabad R. S N W R.

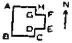
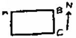
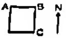
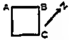
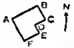
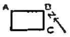
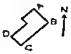
Medical Assistance.	[illegible]	[illegible]	Name of Ground.
Fort.	No. 2 W[illegible]	A. C. [illegible] E., L[illegible]	FORT SANDEMAN.
Civil Hos[illegible]tal.	No. 2 Win[illegible]	A. C. [illegible] E., C[illegible]	*GUJAR KHAN.*
Civil Hospital in Fort.	No. [illegible] W[illegible]	A. C. [illegible] E. (C[illegible] Q[illegible]	*GULISTAN.*
Nil	No. 2 W[illegible]	A. C. [illegible] E., [illegible]	*HASSAN ABDAL.*
Field Hospital Ghurka Camp	No. 1 W[illegible]	C. E. E., [illegible]	HANGU.
Civil Hospital near Fort	No. 2 W[illegible]	A. C. [illegible] Q[illegible]	HINDU BAGH.
Military Hospital in Cantonment.	[illegible]	C. E. [illegible]	
Indian Hospital.	No. 2 W[illegible]	A. C. E. E. (Civ[illegible] Q[illegible]	

NAME OF GROUND	MA	ACQUIRED	RENTED	AVERAGE YEARLY MAINTENANCE
FORT SANDEMAN	400 3	overnment, Military	No.	Rs 600
GUJAR KHAN	4 Ad	Government Camps	No.	Nil
GULISTAN	100 3	8,000	No.	Nil
HASSAN ABDAL	4 M 4	overnment, M l tary	No	Nil
HANGU	3 Kol	vernment Military	No	..
HINDU BAGH	3 500	Civil Private	Yes, for 331 per annum	..
HYDERABAD (SIND)	5 4 of	overnment, Milita y	No	330
JACOBABAD	11 3 1	overnment fr [illegible] fr n C l, f e	No	10

Surface.	Remarks.	Name of Ground.
Earth and small stones.	..	FORT SANDEMAN.
Putt.	.	GUJAR KHAN.
Shingle and earth.	..	GULISTAN.
Coarse grass.	..	HASSAN ABDAL
Shingle.	Retention under consideration. (July, 1924).	HANGU.
	..	HINDU BAGH.
Coarse grass.	..	HYDERABAD [illegible]
Earth.	..	JACOBABAD.

NAME OF GROUND	MAP REFERENCE	TYPE OF GROUND AND CLASS OF MACHINE FIT FOR.	SKETCH OF GROUND
JHANSI	1/1 000 000 54 C3 5 4 3½ M N by W of Jhansi E of Gwalior Jhansi Rd	P L G All types	
CELU	1/1 000 0 0 43 B4 7 9 1 M W of R S	P L G B F	
JULLUNDUR	1/1 000 000 44 D1 6 4 W of Cantonments	P L G All types	
KAHI	1/1 000 000 35 C3 9 5	L G	
KARACHI	1/1 000 000 3 D4 1 9 Drigh Road 5 M E of Cantonment R S	Aerodrome All types	
KHANPUR	1/1 000 000 35 C4 6 7 1½ M W of Khanpur R S	P L C All types	
KHIRGI	1/1 000 00 39 C4 8 5 1 M E of Khirgi Post	P L G B F	
KHUSHAB	1/1 000 000 43 A4 3 E S L of R S	E L G All types	

Dimensions in yards	[illegible]			Name of ground.
A B [illegible]	E F [illegible] B C [illegible]	F G [illegible] C D [illegible]	G H [illegible] D E [illegible]	H A [illegible]				JHANSI.
A B [illegible] B C [illegible]	[illegible] W			JHELUM.
A B [illegible] B C [illegible]	W			JULLUNDUR.
A B 500 B C 333				KABUL.
A B 1,000 B C 100[illegible]	[illegible] W	[illegible]	[illegible]	KARACHI.
A B 800 B C 455 C D [illegible] D E 315 E F [illegible] F A 767	S F	[illegible]	[illegible]	KHANPUR.
A B 500 B C 300	Changeable.	[illegible]	[illegible]	KHIRI[illegible].
A B 500 B C 600 C D 400	S F Summer other seasons variable	[illegible]	H. S.	KIL[illegible].

Name of ground	Map reference	Type of ground and class of machine fit for	Sketch of ground
JHANSI .	$\frac{1}{1\,000\,000}$ 54 C3 54 3½ M N by W of Jhansi E of Gwalior Jhansi Rd	P L G All types	
JHELUM .	$\frac{1}{1\,000\,000}$ 43 B4 79 1 M W of R S	P L G B F	
JULLUNDUR	$\frac{1}{1\,000\,000}$ 44 D1 64 W of Cantonments	P L G All types	
KAHI	$\frac{1}{1\,000\,000}$ 35 C3 95	N L G	
KARACHI	$\frac{1}{1\,000\,000}$ 5 D4 19 Drigh Road 5 M E of Cantonment R S	Aerodrome All types	
KHANPUR	$\frac{1}{1\,000\,000}$ 39 C4 67 1½ M W of Khanpur R S	P L G All types	
KHIRGI .	$\frac{1}{1\,000\,000}$ 38 C4 85 1 M E of Khirgi Post	P L G B F	
KHUSHAB . .	$\frac{1}{1\,000\,000}$ 43 A4 32 E S E of R S	E L G All Types	

Name of Ground.
JHANSI.
JHELUM.
JULLUNDUR.
KAHI.
KARACHI.
KHANPUR

Dimensions in Yards	Prevailing Wind, etc.	Altitude above sea level.
A B 500, B C 400, C D 100, D E 100 | E F 300, F G 100, G H 100, H A 400	W	
A B 500, B C 250	N W	[illegible]
A B 700, B C 500	W	[illegible]
A B 500, B C [illegible]	"	"
A B 1,000, B C 1,000	S W	30'
A B 800, B C 455, C D 300, D E 315, E F 500, F A 707	S E.	800'
A B 500, B C 300	Changeable.	1,600'
A B 500, B C 800, C D 400	S. E. Summer other seasons variable	850'

NAME OF GROUND	AUTHORITY FOR GUARD	ACCOMMODATION AND FOOD	RAILWAY STATION
JHANSI	S. S. O., Jhansi	Cantonment Jhansi Dak Bungalow	Jhansi R. S. 3½ M. S
JHELUM	S. S. O., Jhelum.	Infantry Barracks adjoining L. G. S. S. O	Jhelum R. S 1 M W
JULLUNDUR	S. S. O., Jullundur.	Artillery Lines in Cantonment S. S. O	Jullundur R. S. 1 M N
KAHI	..	..	..
KARACHI	O. C. Aircraft Depot	Hangars Aircraft Depot *Barracks, etc*	Drigh Road R. S 400 E
KHANPUR	Police	Railway Rest House at Khanpur	Khanpur R. S. 1½ M
KHIRGI	Staff Captain, Khirgi	Khirgi Camp O. C. Khirgi	Khirgi R. S Narrow gauge
KHUSHAB	Police	Dak Bungalow N. E. edge of L. G. also at R. S	Khushab R. S ½ M N

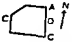
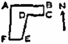
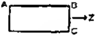
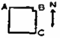
Medical Assistance.	R. A. F. Responsibility.	[illegible]	Name of station.
Station Hospital.	Ambala Squadron	A. C. R. E., [illegible]	JHANSI.
Hospital in Barracks.	Aircraft Park	A. C. R. E., [illegible]	JHELUM.
Station Hospital in Cantonment.	Ambala Squadron	A. C. R. E., [illegible]	JULLUNDUR.
"	No. 1 Wing	C. R. E. Kohat	KOHAT.
R. A. F. Hospital	Aircraft Depot	[illegible]	KARACHI.
Railway Hospital at R. S.	Aircraft Depot	A. C. R. E. Jullundur	[illegible]
Field Hospital, Khirgi	No. 1 Wing	A. C. R. E., Derajat (Military Manual).	KHIRGI.
Civil Assistant Surgeon, Khushalgarh	Aircraft Park	A. C. R. E., [illegible]	KHUSHALGARH

NAME OF GROUND	ACQUIRED.	FENCED.	AVERAGE YEARLY MAINTENANCE.
			Rs
JHANG	Government, Military	No	
[illegible]	Government.	No	250
JULLUNDUR	Part Cantonment.	No	100
KAHI	3,834 in 1918	No	Nil
KARACHI	Government Military	No	500
KHANPUR	Government Civil.	No	1,000
KHIRGI	Waste Land Civil.	No	400
KHUSHAB	Part Government Part Private	1.0	120

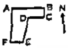
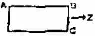
SURFACE.	REMARKS.	[illegible]
Grass on level morrum	..	JHANSI.
Grass.		JHELUM.
Putt.	.	JULLUNDUR.
Putt	.	KAHI.
Putt	..	KARACHI.
Liable sand dunes	[illegible]	KHANPUR.
Stony.	.	KHIRU.
Putt.		KHUSHAB

NAME OF GROUND	ACQUIRED	[illegible]	AVERAGE YEARLY MAINTENANCE
			Rs
JHANSI	Government Military	No	
[illegible]	Government	No	[illegible]
JULLUNDUR	Part Land [illegible] ent	No	100
KAHI	1921 to 1919	No	[illegible]
KARACHI	Government Military	No	300
[illegible]HANPUR	Government Civil	No	1 000
KHIRGI	Waste Land Civil.	No	400
KHUSHAB	Part Government [illegible] vate	1 0	1 0

Surface.	Remarks	Name of ground
Grass on level maidan.	..	JHANSI.
Grass.	..	JHELUM.
Putt.	..	JULLUNDUR.
Putt	..	KABUL.
Putt	..	KARACHI.
Liable sand dunes	[illegible] (July, 1920).	KHANPUR.
Stony.	..	KILAT.
Putt		[illegible]

NAME OF GROUND	MAP REFERENCE	TYPE OF GROUND AND CLASS OF MACHINE FIT FOR.	SKETCH OF GROUND
KOHAT	$\frac{1}{1\,000\,000}$ 38 D 3 4 6 W of Kohat-Bannu Road I M S of Kohat	Aerodrome All Types	
HUTWA	$\frac{1}{1\,000\,000}$ 63 C 3 6 M S of Mi zapur W adjoining Mirzapur Robertsgunj Road	E L G B F Co operat on	
LACHI	$\frac{1}{1\,000\,000}$ 38 D 3 7 3	F L G All Types	
LAHORE	$\frac{1}{1\,000\,000}$ 44 C 1 3 6 6 M S E of Lahore	Aerodrome All Types	
LANDI KOTAL	$\frac{1}{1\,000\,000}$ 38 D* 1 1	F L G All Types	
LODHRAN	$\frac{1}{1,000\,000}$ 39 D 3 0 5 3 M. S E of R S	F L G B Fs	
LORALAI	$\frac{1}{1\,000\,000}$ 39 A 2 6 3 S E of Cantonment Adjoining Fort	F L G B F	
MANDRA	Unwhitewashed B Fs	V G L	

Dimensions in Yards.	Prevailing Wind etc.	Altitude above Sea Level	[illegible] of Ground
A B 50 C D [illegible]50	N. W.	1,[illegible] 5	[illegible]IAY
A B 600 C D [illegible]00	N. E. S. W. Monsoon	[illegible]	[illegible]WA.
A B [illegible]00 B C [illegible]00	W.	1 500	[illegible]HI
A B 900 B C 1,000	N. W.	[illegible]00	[illegible]ORE
A B 550 | D E 430 B C 193 | E F 18[illegible] D C 344 | F A [illegible]3		3 200	[illegible]DI KOTAL.
A B 467 B C 260	W.	510	*[illegible]DHRAN*
A B 500 B C 500	N. W. Morning, veering to S. W. in afternoons in Summer	[illegible] 870	[illegible]RALAI
A B 400 B C 600			[illegible]ANDRA

NAME OF GROUND	MAP REFERENCE	TYPE OF GROUND AND CLASS OF MACHINE FIT FOR.	SKETCH OF GROUND
KOHAT	$\frac{1}{1\,000\,000}$ 38 D 3 4 6 W of Kohat Bannu Road 1 M S of Kohat	Aerodrome All Types	
KUTWA	$\frac{1}{1\,000\,000}$ 63 C 3 6 M S of Mirzapur W adjoining Mirzapur Robertsganj Road	E L G B F Co-operation	
LACHI	$\frac{1}{1\,000\,000}$ 38 D 3 7 3	E L G All Types	
LAHORE	$\frac{1}{1\,000\,000}$ 44 C 1 3 6 6 M S E of Lahore	Aerodrome All Types	
LANDI KOTAL	$\frac{1}{1\,000\,000}$ 38 D ? 1 1	P L G All Types	
LODHIBAN	$\frac{1}{1\,000\,000}$ 39 D 3 6 5 3 M. S E of R S	V L G B Fs	
LORALAI	$\frac{1}{1\,000\,000}$ 39 A ? 6 3 S E of Cantonment Adjoining Fort	P L G B F	
MANDRA	Unwhitewashed B Fs	V G L.	

[illegible]	[illegible]	[illegible]	[illegible]
A B [illegible] C D [illegible]	[illegible]	[illegible]	[illegible]
A B [illegible] C D [illegible]	[illegible] [illegible]	[illegible]	[illegible]
A B [illegible] B C [illegible]	[illegible]	[illegible]	[illegible]
A B [illegible] B C [illegible]	N. W.	[illegible]	LAHORE.
A B 230 | D E 430 B C 195 | E F [illegible] D C 244 | F A [illegible]	..	[illegible]	LANDI KOTAL.
A B 457 B C 260	W.	[illegible]	LODHRAN.
A B 500 B C 500	N. W. Morning, Veering to S. W. in afternoons in summer	[illegible]	LORALAI.
A B 400 B C 600	..		

NAME OF GROUND	ACQUIRED	RENTED	AVERAGE YEAR MAINTENANCE
			Rs.
MHOW	Government, Military.	No.	300
MIANWALI	Government land, civil.	No.	150
MIRANSHAH	Waste land	No	700
MONTGOMERY	Government civil, waste land	No	250
MULTAN	[illegible]	No.	250
MURGA	[illegible]	No.	200
NASIRABAD	Government Military	No	400
NUSHKI	[illegible]	No	[illegible]

SURFACE.	REMARKS.	NAME OF STATION.
Soft, mixed with black cotton soil		MHOW
Putt,		MIANWALI.
Shingle and earth,		MIRANSHAH,
ard and sandy		MONTGOMERY,
ard and Sandy		MULTAN
Hard shingle		MURGA
		NASIRABAD
		NUSHKI.
Earth and shingle.		

CHAPTER IV.

WASH-BOX AND TAR.

The action of the wash-box or seal is largely similar to that of a check-valve, to prevent the return of the gas to the apparatus. These seals are generally made with a ratio between the wash-box and the dip-pipe areas of about 25 to 1. It will, therefore, be obvious that if the dip-pipe dips, say, 3 in. in the water of the wash-box, it will require but the rise of 3 in. of water pressure to force the gas through that seal, while before the gas can return from the box into the dip-pipe all the water in the box would have to be forced back into the dip-pipe. Taking the area ratio at 25 to 1, as before mentioned, while it takes but 3 in. pressure to force the gas into the box, it would require $3 \times 25 = 75$ in. pressure to force the gas back into the dip-pipe. (These figures are only approximate.) This same principle can be observed at a coal-gas works in the action of the hydraulic main.

Cleaning.—The following precautions are advised by the American Gaslight Association committee with regard to the cleaning of a water-gas wash-box:

"*To insure safety the wash-box and connections must be thoroughly ventilated.* There are two arrangements of wash-box in water-gas apparatus. In one the take-off from the wash-box is on top, and in the other it is on the side and connects directly with the scrubber. The connection from the gas outlet on top of the superheater to the wash-box varies in different forms of water-gas apparatus. In most cases there is a lid on top of what is known as the oil-heater connection, which can be opened to clean the oil-heater. Where no oil-heater is used the take-off connection from the superheater has a hand-hole cross at the top of the superheater, connecting the vertical riser from the wash-box to the outlet branch on the superheater. Where the wash-box has a take-off on top there is a valve between the wash-box and the scrubber, which can be closed and thus shuts off communication between the wash-box and scrubber. In this case, first open either the lid on top

requires, therefore, that the seal-water be returned to the seal by the use of a circulating pump, having separated from it all tar, etc., which is *heavier than water.* The undecomposed steam in the gas should also
pensate for any
any fresh water
of special de
capacity of
A rapid cir
being arranged to run slowly.

Where tar separators are used the suction-pipe should be placed about 5 ft. below the surface in the last section of the separator, and the pump may then force directly into the seal-pot.

Composition of Tar.—O'Conner, in his Gas-engineers' Handbook, gives the amount of water contained in oil-gas tar upon leaving the apparatus as being 70 per cent.

The following tar analysis is taken from the work of Paddon and Goulden. The specific gravity of the tar was 0.996.

	Per Cent. by Volume.	Per Cent. by Volume Without Water.
Water	76.5	0.00
Benzine	0 28	1.19
Toluol	0.90	3.83
Light paraffins, etc.	2 0	8 51
Solvent naphtha (xylol)	4.15	17.96
Phenol	trace	trace
Middle oils (naphtha, etc.)	6 92	29.44
Creosote oil and green oil	5 70	24 26
Naphthalene	0.30	1.20 per cent. by weight
Anthracene coke	0.22 (contains 8 33 per cent. anthracene)	0.93
Coke	2.30	9.80
	99.27	97.20
Loss	0.73	2.80
Total	100.00	100.00

The following is an analysis of water-gas tar from the Mutual Gaslight Company of Savannah, Georgia:

Specific gravity at 60° F.	1.1284
Free carbon	9.84%

DISTILLATION PRODUCTS, PER CENT. BY WEIGHT.

Ammoniacal water		0 15
Oils, light—170° C	9 18	62.76
Middle.	25 81	
Anthracene	27 77	
Pitch		33 90
Loss in analysis		3.19
		100.00

under the head of Services

In ordinary paint for woodwork it may be boiled down to such a consistency that it will "string" between the thumb and forefinger. It should then be heated to about 150° F., and benzine added at the proportion of 1 gallon of benzine to 4 gallons of tar. No more of this preparation should be made up at one time than is required for half a day's work.

A method of utilizing oil-gas tar, which has been employed by

top is fixed a pipe coil acting as a worm and ending in a suitable water-condenser

The boiler is pumped about half full of the watery tar as it reaches the well. All connections, save the end of the worm, are then closed and a fire started beneath the boiler. Evaporation takes place very rapidly, the worm first passing off aqueous vapor, then anthracene, and finally a fair quality of creosote. The residual left in the boiler or body of the retort is a fair quality of what may be termed oil-pitch, a commodity having much greater value as a preservative, painting, or roofing material than has the ordinary oil-tar.

The following formula for making tar pavements or sidewalks is given by a committee of the American Gaslight Association·

"For pavement or sidewalks applied as a finishing surface 2 to 3 in thick upon a foundation of broken stone or coarse clinker, the top dressing of finer ashes or coke breeze, boil the tar until at 60° F it has the consistency of vaseline. In the absence of special furnaces for the work place a sheet of boiler-plate upon stones in

the vicinity of the paving to be laid, so that it will be about one foot above the ground. On this plate throw building sand and underneath kindle a fire of wood or coke. Turn the sand over with a shovel until well heated. Gradually pour on the thick tar, meanwhile turning and mixing the mass until the sand is uniformly black and of such a consistency that a ball of it will just hold together while hot. While hot and carrying the mixture in heated iron barrows or on shovels, apply where required, leveling with a hot rake and ram with a hot rammer. Then sprinkle the surface with fine sand and roll, using preferably a heavy hand roller. This may be made of a piece of cast-iron street main, with ends plugged and center filled with sand."

Tar-pumps.—In connection with the handling of tar and concerning the proper pumps for the transportation of same, the committee also has to say as follows

"The principal points of valve design to be observed are that the valves should afford full, free openings, and that the seats should be so arranged that no lumps of heavy tar or of solid matter in the tar will lodge on them and prevent the valves from closing tightly. A hinged valve is better than the ordinary form of pump-valve, since in the latter form the center guide obstructs the opening to a great extent, while the hinged valve affords a free and unobstructed opening. These valves are sometimes used with horizontal seats and sometimes with seats inclined at an angle of 45°. With the inclined seat there is less danger of any solid matter remaining on the seat and keeping the valve open.

"One company that handles a great deal of tar employs pumps in which the valves are hinged and the seats horizontal, and says that they have found them to give complete satisfaction. In this case the valves are not provided with springs, being prevented from opening too far by stops and being closed by their own weight as soon as the pressure is removed from beneath them. In other pumps springs are used with the same kind of valves to keep them from opening too far and to assist in closing them promptly when the plunger changes the direction of its travel. These springs should be made of iron or steel."

In handling tar a slow-running pump, preferably of the rotary type, should be used, with non-restricted orifices, all parts easy of access for repairs or cleaning. The internal resistance of the pump, by which is meant the resistance offered to the passage of the tar, should be a minimum. If, however, the reciprocating type of pump should be used, it should be entirely of iron or steel with ball- or trap-valves and with extra large inlet and outlet. The long stroke-pump will be found preferable, and the size selected should be at least double that of an equal capacity for water.

Separation.—There are two occasions when tar should be condensed or separated from its accompanying medium, the first, that of tarry vapors in the gas, which continue as far as the purifiers and greatly injure the purifying material by covering it with a thin, oily insulation, and which may be remedied by placing in the inlet of each box a layer of planer chips, or, better still, by devoting the first box in the series entirely to chips and shavings, these to be changed immediately upon becoming foul. The other occasion is the separation of the tar from the water with which it leaves the condensers, scrubbers, or seal-pot. This separation is extremely advisable both for the preservation of the tar and the rendering of the water fit for renewed use, and also because, in case the water, either as a whole or in part, is not used again or finally finds its way to the works drains or sewers, it should be free from all tar and heavier oils, which are of incalculable detriment to it. It is the custom of many cities to prohibit the running of tar into their sewerage systems, and inasmuch as it discolors any neighboring watercourse its disposal through drainage invariably becomes a considerable incubus.

For the separation of the tar from the water, however, under conditions such as we have just recited, a form of separator or

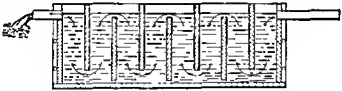


Fig. 12.—Tar-separator.

skimmer is illustrated in Fig. 12. This is little else than a long, oblong trough, in which the greater the width the better, the velocity of flow being thereby decreased. In this trough are placed lateral partitions or skimmers marked *a*. The intervals between them are about 18 inches. Alternate partitions reach from a foot above the water-line to within a foot of the bottom of the box, while intermediate partitions reach from about 4 inches from the bottom of the box, or through to a point, say, 4 inches beneath the water-line. The sides of the trough should be equipped with proper bungs for drawing off the tar, and to insure perfect separation the outlet of the [illegible] bagging or fine [illegible] ng a very good m[illegible] well to have upon the outlet a trough which may be filled loosely with pieces of coke, which will be found an excellent strainer, as the

rough side of the coke adheres to the passing tar which attaches to it and serves to give the water its final purification. The coke should be maintained in a cleanly condition, the fouled coke being burned.

A limited amount of water-gas or oil-tar can be used to some advantage on the generator of a water-gas set, and will be found to have an enriching quality of between 5 and 6 candles per gallon. Not more than one-half gallon of tar, however, should be admitted to 1000 cu ft. of gas manufactured. The tar should be pumped into the top of the generator preferably with an oil-spray, similar to that used on the carburetter.

The West Chester (Pa) Gas Co is using a cream-separator, such as are used by dairies, for the separation of water-gas tar from its entrained water A similar separator for this purpose is made by Messrs. Geo Shepherd Page Sons in England.

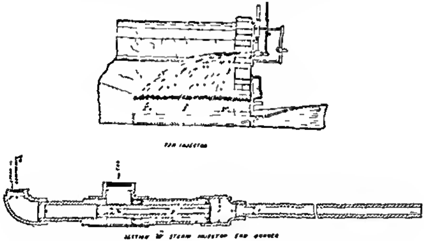


FIG. 13 —Steam-spray Tar Burner.

Burning Tar.—The chief disadvantage in using tar in combination with oil as an enricher appears to be the clogging of the checker brick in the carburetter and superheater, so the more gen-
... under the boilers, which
... steam-jet spray before
... aring tar for this usage
is by the use of two tanks, in the larger of which a large steam-coil is inserted, by which the water is evaporated, thus leaving a pure oil-tar residual. This tar is then drawn off into the second tank, from whence it is fed directly to the burner. The levels of these

tanks should be arranged, if possible, so that this last operation may be performed by gravity. It is stated that 2 6 gallons of oil-tar are equal to a bushel of coke as fuel under steam-boilers. A form of burner is shown in the illustration (Fig. 13).

Newbigging's Handbook gives 6 gallons coal-tar as being the equivalent of three bushels of coal when properly fired under a boiler.

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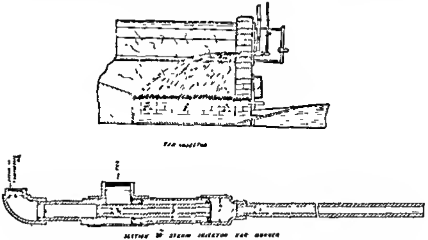

Fig. 13.—Steam-spray Tar Burner.

Burning Tar.—The chief disadvantage in using tar in combination with oil as an enricher appears to be the clogging of the

described. An excellent method for preparing tar for this usage is by the use of two tanks, in the larger of which a large steam-coil is inserted, by which the water is evaporated, thus leaving a pure oil-tar residual. This tar is then drawn off into the second tank, from whence it is fed directly to the burner. The levels of these

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CHAPTER V.

SCRUBBERS.

As a matter of fact the seal-pot or wash-box is the first in the series of purifying apparatus in a water-gas setting, but the passage of the gas is relatively so rapid at this point as to make its action extremely imperfect, and the first heavy duty in cleansing and purification devolves upon the scrubber, which succeeds the wash-box in series and precedes the condenser.

Operation Details.—Great care should be taken with the regulation of water in this apparatus, as a surplus tends to wash out and carry off mechanically the heavier hydrocarbons.

This water should usually be the overflow from a multitubular condenser, unless this should run too high in temperature. A fresh-water connection should always be available for such occasions, when a sufficient amount of cold water may be admitted to lower the gas to the degree required, namely, about 170° to 190°, at the outlet

The material used to fill scrubbers is generally that presenting the greatest possible surface to the action of the gas and water. King's Treatise recommends the use of small stones, pebbles, coke, brickbats, tiles, or timber. Of these materials coke is perhaps the best by reason of its lightness, although it has a tendency to crumble should the height of the column be sufficient to produce a crushing weight.

Trays.—Sir George Livesey is responsible for the method of using trays of thin boards ¼ in. thick, 3 in. high, and spaced 3¼ in. apart, having an area proportioned to the diameter of the scrubber. The most common practice is to use boards ⅜ inch to ½ in. thick, 4 inches to 10 in. high, and made up with about ¾-inch spaces between. These trays are placed horizontally within the scrubber, tier by tier, in a manner known as "thatched," or one tier placed so that its length is at right angles to that of its predecessor. Props or supports are usually placed at certain intervals to allow the gas to redistribute and to facilitate the removal

of a portion of the tray without removing the entire contents. The relative merits of such trays as described and those of coke are about as follows:

For the coke, lightness, cheapness (the coke may be burned after it becomes saturated), and the convenience of the installation.

That claimed for the boards or trays, freedom from stoppage, ability to be cleansed and used again, greater contact service for

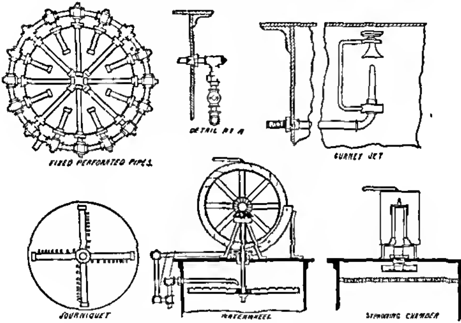

FIG. 14.—Water Distributors for Tower Scrubbers.

both gas and water, slower speed of travel of gas, greater efficiency for space occupied

Sir George Livesey gives the following comparison of material for each cubic foot of space occupied:

> Contact surface of coke, 8½ sq. ft per cu ft.
> Contact surface of boards, 31 sq ft. per cu ft.
> Coke occupies ½ cubical contents
> Boards, ¼″, spaced 1″ centers, occupies ¼ cubical contents.

Sprays.—The greatest difficulty to be overcome in wet scrubbers is to obtain an even distribution of the water-spray over the

material. There are for this purpose a number of devices, some of which are movable, as the tourniquet pattern (see Fig. 14). But perhaps the more practicable are such devices as the Gurney jet and the radial spray, as illustrated. These last-named should be carefully regulated as nearly as possible to throw an equal amount of water evenly distributed over the entire area of the scrubber.

Water Analysis.—In water analysis for all practical purposes, it is customary to divide the operation into two parts:

1. Total Incrusting Solids. Oxide of Iron, Calcium Carbonate, Calcium Sulphate, Magnesium Carbonate, and Magnesium Sulphate

2. Non-Crusting Solids: Magnesium Chloride, Alkaline Carbonates, Alkaline Sulphates, and Alkaline Chlorides.

In a rough-and-ready analysis it is usually enough to begin with, say, muddy water, settled, decant, weigh sediment; filter, weigh suspended matter. Take 250 c c filtered water and titrate with decinormal HCl, using methyl orange as indicator. This gives total alkalinity of carbonates. To the same sample add excess NH_3, precipitating Al_2O_3, Fe_2O_3, and most of the SiO_2; filter, ignite, and weigh oxides

Precipitate calcium in this sample with ammonium oxalate; filter, ignite, and weigh as calcium oxide

To the filtrate add sodium phosphate and more ammonia; filter, ignite, and weigh; calculate as magnesia.

To this filtrate add HCl and $BaCl_2$, weigh as barium sulphate and from it calculate the sulphuric acid.

On a second 250 c c sample, determine chlorine by titrating with standardized silver nitrate, using potassium chromate as indicator

The probable combinations may be worked out thus: Calculate all magnesium as carbonate (if excess of magnesium remains, calculate as sulphate); combine excess of CO_2 with calcium (if further excess of CO_2 remains, combine with sodium); calculate remaining calcium as sulphate, remaining sulphuric acid with sodium, and chlorine with sodium. This is applicable to boiler waters and gives reasonable accuracy.

CHAPTER VI.

CONDENSERS.

THERE is, perhaps, no item in the manufacture and distribution of gas more important than its proper condensation. This should lie between two limits. The first, and probably more important to avoid, the sudden cooling of the gas, contracts the vapor and causes a precipitation of the benzol vapors and heavier hydrocarbons, the second requires that all condensation should, if possible, be removed from the gas before leaving the works, as otherwise stoppages in the mains, produced either from the low heat in the machine, causing tar, or the high heat, forming naphthalene and lampblack, will invariably ruin the meters, causing the diaphragm to become hard and stiff, closing services, reducing pressure, forming traps, and especially affecting Welsbach or incandescent burners

Temperature.—In order to obtain proper condensation a careful study of the prevailing conditions must be made in each case and test of the temperature of the gas made at various junctures in its passage through the works The writer suggests the following approximate temperatures which should follow as the result of gradual condensation:

Outlet of	Deg. F.
Wash-box	220
Scrubber	170–190
First condensers	120
Relief-holder	70

The last depends somewhat upon the temperature of the atmosphere

It is manifest that in order to prevent shock or sudden chill to the gas the coolest gas and the coolest water should be brought into contact; for example, cold water only should be turned

into the last condenser, the overflow from which goes back into the scrubbers and in turn into the seal-pot, thereby causing the current of water to flow in opposite direction to the current of gas, the water gradually warming and the gas gradually cooling so that the water at the seal is almost of an identical heat with the gas, being warmed throughout its passage; while at the relief-holder the gas is of a temperature identical with that of the water, being cooled throughout its travel.

Jas S McIlhenny, engineer and superintendent of the Washington (D. C) Gaslight Co., has designed a system of condensing

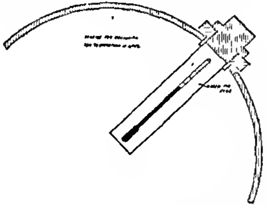

FIG 15.—Method of Ascertaining Temperature of Gases

apparatus which very nicely proportions and graduates this cooling process, and which, through an easily controlled mechanism, accurately and mathematically apportions the exact amount of cooling surface necessary to the gradual cooling of any given amount of gas This apparatus is capable of accommodating itself to a very large or small quantity of gas output

Surface.—As to the amount of condensing surface necessary to properly cool a given amount of gas, authorities differ very widely Butterfield, one of the best English authorities, gives 150 to 200 sq. ft. condensing surface per 1000 cu. ft. of gas passed per hour. Newbigging gives 10 sq ft. per cu. ft. per minute. Perhaps one of the best is Raissner's rule of 3 65 sq ft. of cooling surface per 1000 cu. ft. per 24 hours as a minimum and 1 56 sq. ft. per 1000 cu. ft. as the best practice. The above calculations were made for atmospheric condensers.

In multitubular water-condensers, where the difference in temperature between the gas and the cooling medium can be regulated by the amount of water admitted, the amount of sur-

face depends naturally upon the reduction in temperature required Suppose it were necessary to lower the temperature of the gas 63° (that being the extreme difference in temperature between the gas and the water at the gas-inlet of the condenser) to an average difference of 36 5° F, it would then be necessary to have 1.71 sq ft of water-cooled surface and 1.19 sq. ft. of air-cooled surface per 1000 cu ft of gas per day.

If the water is passed through the tubes and the gas outside the tubes in the condenser, then the shell usually affords about 1 sq. ft of air-cooled surface in addition to the water surface When the gas is passed through the tubes there is no air-cooled surface except the small amount around the gas spaces at the top and bottom These condensers will show average differences in temperature between the gas and the water of over 10° F., and their great difficulty, as is almost invariably true with all water-cooled systems of condensation, is that the chilling of the gas is too sudden and a precipitation of the illuminants thereby results

The writer is of the opinion that the burden of testimony is to show that at least 8 or even 10 sq ft of water-cooled surface should be installed for each 1000 cu ft of rated maximum capacity per day of the condenser, and that, such apparatus being at the command of the works engineer, he should then closely watch the temperature of his gas throughout its course, and, by the proper admission of water into the water-inlet of his last condenser, maintain a gradual and equal cooling throughout the entire process.

A G Glasgow in 1892 made the statement that it required 90 gallons of water per 1000 feet of water-gas manufactured for condensing, cooling, and scrubbing Of course the amount of water required for condensing gas to any given temperature will depend largely upon the area of the condenser and atmospheric conditions

Essential Principles.—Next in order to the recuperation of he

of

mc

mate, etc , as to make impossible any arbitrary procedure in the mat-

The passage of the gas should be slower at the commencement of its condensing course, and its impinging during the mechanical portion of its passage should be less violent than later on, where

temperature is reduced very gradually and the direction of the flow of gas and water arranged in reverse directions.

It must be remembered that the affinity of gas for water at any temperature is very great, and that it will take up and recombine with substances at any stage of manufacture or distribution, the principal points of contact being the hydraulic main, seal-pot, scrubbers, purifying-boxes, station meter, and the water-seals of the holder, the last named being much more important than is commonly realized.

The writer therefore suggests greater condenser capacity with a slower rate of flow, and a condenser, dry scrubber, or shavings purifier containing some absorbent to be placed at the outlet of the storage-holder or immediately adjacent to the distribution outlet. This would allow but one remaining chance for the reabsorption of condensed materials, such as are found in the drips along the mains These drip-pots should be maintained as clear and free from deposits as possible, a matter which would not prove difficult where the gas handled is dry and originally free from moisture

As has been before said, the theory of condensation requires that, with each degree of decrease in temperature on the part of the gas, a portion of aqueous vapor or water be deposited; and that this shall be done gradually and without excessive friction upon the gas, so that the hydrocarbons will not be disturbed, is the fine art of proper condensation As will be seen, this depositing of water on the descending scale of the thermometer is theoretically directly the reverse of fractional distillation. Unfortunately this does not work out completely in practice, for two reasons, viz.: first, that in this precipitation the entrained hydrocarbons are mechanically separated; and, second, the aforesaid affinity of gas for water under any condition tends to its recombination at any *period of its travels; also the volume of the gas may be due to* pressure as well as temperature. The point of complete saturation of gas for hydrocarbon vapors is extremely uncertain, the behavior of the gas being different under varying conditions, environment, and pressure. It would seem that a system of dry condensation

would be extremely advantageous, which would afford the gas no opportunity to recombine with moisture, for this recombination and subsequent precipitation constitutes a washing process which eventually removes from the gas a considerable proportion of its hydrocarbons.

The difficulty has been that any dry desiccating material, during its first stage of use or when first renewed, would act too harshly upon the gas, mechanically stripping it of many of its valuable contents, while later on, when permeated with these ingredients, it would reach the point of saturation and cease to act at all. A material, if found, which would maintain for any length of time the mean between these points, would prove a valuable aid to purification.

to the consumer of a perfectly dry gas is most marked not only by the avoidance of naphthalene and various deposits, and the damage done to the diaphragms of meters, incandescent mantles, ranges, etc., but the removal of moisture promotes a very considerable increase of candle power, in addition to which the flat-flame light is whitened and materially improved in color and luminosity.

This feature has been proved by experiments in high-pressure transmission, results showing that about 65 per cent. of moisture can be taken out of the gas by 10 lbs. per sq. in. compression, while at 20 lbs. pressure practically all moisture disappears. Proportionately, however, the greatest amount of moisture is removed up to and by a compression to 6 lbs. per sq. in.

CHAPTER VII.

PURIFIERS.

T[illegible] I[illegible] quali-

[illegible] vater;

F[illegible]
whic[illegible]
tion; [illegible] the discolora-
[illegible] hydrogen con-
[illegible] exposure.
[illegible] resence of am-
monia, only [illegible]
The test [illegible] of gas
to impinge [illegible] paper.
If the paper [illegible] nce of
tar in the gas is indicated. A continuous test for tar may be made by passing a stream of gas through a test-tube loosely filled with cotton-wool, in which case should tar be present the wool will become discolored.

The places at which these tests should occur are usually such situations as would indicate the complete or imperfect gas purification, as, for example, the test for ammonia would be the outlet of the last scrubber or washer; that for CO_2 and H_2S generally at the last purifying-box in the series; and that for tar at the outlet of the tar-extractor, condenser, or even the sight-cock in the superheater. It is sometimes necessary, however, to make tests for tar and other condensations (for which purpose the cotton-wool test is preferable) in the center of the distribution system, or at the fixtures of some consumer; this is necessary when tar, naphthalene, or other mechanical impurity is causing trouble to gas arcs or other incandescent-lighting burners.

Purifying-houses are not an absolute necessity, as it is possible

to maintain the boxes at a proper temperature by means of a steam-coil, although it is the experience of the writer that even in the colder climates the chemical action occurring in the box generates sufficient heat to deliver the gas at the outlet at an equal temperature, if not greater, than that at which it enters the box.
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boxes is
of explo-
sion, due to the formation of explosive mixtures in purifying-houses, is entirely obviated.

Leaks.—In leaks in holders and purifying-boxes occurring between the lap of the plates where such plates are too thin to calk and inclined to buckle and separate, a temporary stoppage can be made by rolling tin-foil into small rolls and calking in between the plates with a sharp tool, after which the whole should be heavily shellacked

Precautions.—Explosions have often occurred in purifying-houses through the breaking of incandescent-light bulbs This should be guarded against. Lamps have been successfully used with a double screen, increasing the size of the wire one-half

Preservation.—A film of heavy petroleum or lubricating-oil carried upon the seals of purifying-boxes tends to prevent the rusting of their sheets

Sulphur Removal.—The chief reason for eliminating sulphur and sulphurous compounds from gas is the fact that they burn to sulphurous oxide, a compound disagreeable to breathe and on some occasions forming exceedingly small quantities of H_2SO_4 The amount of sulphur in gas, however, as ordinarily purified, is too small to be appreciable.

The two methods of purification most commonly in use may be stated as

1. Purification where the material is handled for revivifying, and

2. Revivifying *in situ.*

It is not the desire of the writer to discuss the various advantages of these two methods; they depend for their adoption largely upon the relative cost of labor and installation

In the *in situ* method probably the best plan is to connect a small air-pump, such as that made by the Connelly Iron Sponge & Governor Company, in such manner that somewhere in the neighborhood of 1 per cent. of air is admitted into the purifiers with the gas and thus revivifies the oxide from the effects of the sulphureted hydrogen Even with this method, however, the oxide must be periodically changed, as it becomes foul with tar and oil; also the moisture in the gas eventually causes the

CHAPTER VII.

PURIFIERS.

Testing for Impurities.—The following are the simplest quali-

tion, its presence (H_2S) will be indicated by the discoloration of the paper, a shade of brown appearing, the amount of the discoloration depending upon the quantity of sulphureted hydrogen contained in the gas and the length of time given to the exposure.

A similar test to that for H_2S is made for the presence of ammonia, c ... ate of lead.

The ... a stream of gas to impir ... inglazed) paper. If the paper receives a dark, dirty, or tarry stain, the presence of tar in the gas is indicated. A continuous test for tar may be made by passing a stream of gas through a test-tube loosely filled with cotton-wool, in which case should tar be present the wool will become discolored.

The places at which these tests should occur are usually such situations as would indicate the complete or imperfect gas purification, as, for example, the test for ammonia would be the outlet of the last scrubber or washer; that for CO_2 and H_2S generally at the last purifying-box in the series; and that for tar at the outlet of the tar-extractor, condenser, or even the sight-cock in the superheater. It is sometimes necessary, however, to make tests for tar and other condensations (for which purpose the cotton-wool test is preferable) in the center of the distribution system, or at the fixtures of some consumer; this is necessary when tar, naphthalene, or other mechanical impurity is causing trouble to gas arcs or other incandescent-lighting burners.

Purifying-houses are not an absolute necessity, as it is possible

to maintain the boxes at a proper temperature by means of a steam-coil, although it is the experience of the writer that even in the colder climates the chemical action occurring in the box generates sufficient heat to deliver the gas at the outlet at an equal temperature, if not greater, than that at which it enters the box. For exposed work, however, he strongly recommends boxes of the Doherty-Butterworth type. The maintenance of such boxes is practically reduced to the annual painting, and the danger of explosion, due to the formation of explosive mixtures in purifying houses, is entirely obviated.

Leaks.—In leaks in holders and purifying-boxes occurring between the lap of the plates where such plates are too thin and inclined to buckle and separate, a temporary stoppage can be made by rolling tin-foil into small rolls and calking in between the plates with a sharp tool, after which the whole should be shellacked.

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small air-pump, such as that made by the Connelly ... & Governor Company, in such manner that ... neighborhood of 1 per cent. of air is admitted ... with the gas and thus revivifies the oxide from ... the sulphureted hydrogen. Even with this ... the oxide must be periodically changed, as it ... tar and oil; also the moisture in the gas ...

oxide to crystallize and become hardened, thereby materially increasing the back pressure.

Purifying Material.—Where it is desirable merely to remove from the gas sulphureted hydrogen, oxide of iron can be manufactured cheaply and of good quality as follows: A large quantity of clean gray iron borings, free from steel, brass, and other metals, should be put in a trough similar to those used for mixing concrete To every 500 lbs of these borings 20 lbs., say, of crystal rock salt may be added and the whole wet down by throwing on buckets of water after the manner of slaking lime. The mixture should then be turned with a fork and again wet daily, all lumps and hard particles being broken up, sifted, or thrown aside, until oxidation is complete It may then be mixed with clean shavings containing no pine rosin or other gum, at the ratio of 56 lbs of the oxide of iron to a bushel of the mixture

In those instances where it is regarded advantageous to remove carbon dioxide from the gas (in regard to which see table on *Effect of CO_2 on Candle Power*) *lime must be used and should* be slaked after the following manner A layer of the best lime, say 5 in thick and unslaked, should be evenly spread on the floor of the trough as described above It should then be wet by throwing on buckets of water At no time should a hose be used, as the largest possible quantity of water should come in contact with the greatest surface of lime simultaneously. Small jets of water tend to slake the lime unequally and to make it hard and full of lumps, besides causing a large portion to be burned out and inert

The iron borings used for reduction to oxide of iron may be tested by passing through a screen with a mesh not greater than ¼ in Borings, obtainable from the average machine-shop, are coated with lard-oil, or other grease used for the lubrication of the cutting-tool This oily coating serves as an insulation against oxidation, but can be in a degree overcome by the mixture with the borings of unslaked lime before their wetting with water or brine.

Capacities of Purifiers.—In purification the slowest possible velocity should be obtained in order to permit time for chemical combination. It should not materially exceed ½ in. per second, considering the box empty. The purifying material generally occupies about three-fourths of the contents of the box, leaving one-fourth for voids. The gas will therefore actually pass through these voids at a velocity of about ⅔ in. per second

One of the largest gas-engineering concerns in America constructs its boxes for ordinary conditions upon the following calculations: Taking a velocity of ⅓ in. per second for the area of

a purifying-box (which is equivalent to a velocity of 1440 ft per 24 hours), each square foot of purifying area can purify 1440 cu. ft. per 24 hours The following table of capacities has been figured from the above and will be found satisfactory for ordinary conditions

Size of Boxes. Feet	Approximate Capacity per 24 Hours. Cubic Feet.
6× 8	70,000
8× 8	92,000
8×10	115,000
8×12	138,000
10×10	144,000
10×12	173,000
12×12	207,000
12×16	276,000
16×16	369,000
16×20	461,000
20×20	576,000
20×24	691,000
24×24	828,000
24×30	1,037,000
30×30	1,296,000
30×36	1,555,000

The above capacities are for ordinary conditions and for proper depth of purifying material when oxide is used, the active oxide being between four and five feet in depth

It will be noted that almost all the empiric formulæ given for ridding crude gas of H_2S are based upon coal-gas purification, and inasmuch as coal-gas contains from 400 to 800 grains of sulphur compounds and carbureted water-gas contains only about 10 to 15 grains of the same per 100 cubic feet, a smaller area for purification will serve in the case of water-gas than that designated by old authorities

Clegg's rule for the area of purifiers was 1 ft. area for every 3600 cu ft. made per day

Newbigging's rule for the area of purifiers is: The maximum daily make multiplied by 6 and divided by 1000 equals the number of square feet area in each purifer.

Anderson's rule for lime purifiers was that the rate of flow of gas through the purifier should not exceed 2000 cu. ft per foot of surface per 24 hours.

As to construction, the thickness of cast-iron purifier plates should never be less than $\frac{5}{8}$ of an inch, and they should be the

best quality of casting. The usual width is 5 ft. Flanges for bottom plates should be $2\frac{3}{4}$ in. by $\frac{3}{4}$ in. over and above the thickness of the plate. Strong brackets should be fixed under each lute, as the strain is greatest at this point. Larger plates than 5 ft. square are liable to warp in casting.

The depth of water-seal in purifiers varies from 12 in to 30 in., the width from $4\frac{1}{2}$ in to 8 in. As a matter of fact the seal should never be less than 18 in

A formula for calculating the size of connections on purifiers is as follows: Diameter of connections in inches equals the square root of the area of purifiers

The economical depth of oxide seems to be between 4 and 5 ft, regardless of the area of the box

As a matter of fact the installation of purifiers beyond a certain extent is largely a matter of first cost. Where it is practicable to make the expenditure, the four-box system, having a center valve by which any combination of three can be made, is most advantageous The purification of gas is a dual process, being partly mechanical and partly chemical. For example, the sulphur is removed by chemical union with the oxide, while tar, oil, and condensation are removed by impinging upon the purifying material. It is, therefore, a marked advantage to have an ample equipment affording sufficient area for purification and at the same time enabling a reserve, so that while one box is thrown out, the balance of the equipment is ample to carry on the work. This throwing out or cleaning should be done in rotation, making connections permitting of any possible combination between the boxes

In passing gas already purified through foul oxide it is possible to pick up impurities in transit, such as CS_2. It is, therefore, manifest that the passage of the gas should be so conducted as to pass the foul gas first through the dirtiest box, or that least recently cleaned It should then pass through the boxes in such order as to leave the cleanest box last, it being arranged, if possible, that the last box in the series be kept as absolutely clean as practicable, thereby removing from the gas any impurities which may remain in it due to a surcharge or a lack of combining strength of the oxide in the preceding boxes, which may, possibly, have passed the point of chemical saturation.

In many works it is customary of late years to build concrete purifiers, these having the advantage of cheapness and extreme durability. It is also possible to build these out of doors, thereby effecting a saving of floor-space inside the works, lessening the original cost of buildings, etc. These boxes are not as convenient for the handling of purifying materials as the elevated box. High boxes

greatly facilitate the labor in removing and replacing the oxide during revivifying where the *in situ* method is not adopted, as they are built with dumping-trays and cleaning-valves which enable the workmen to readily drop the entire contents upon the floor below. This floor, by the way, should be either of concrete, cement, or brick, by reason of the great heat attained by the sulphur in the oxide during its recombination with oxygen In fact, all portions of the purifying-house should be well ventilated and as nearly as possible fire-proof. Nine-tenths of the explosions occurring in gas-works happen in this department, the danger being greatly diminished where there is free ventilation, and where any gas escaping through blowing-boxes, evaporation of water from the lutes, leaks, etc, does not have an opportunity to collect in sufficient quantities to form an explosive mixture Only electric incandescent lights should be permitted in purifying-houses. Where they can be used, reversing valves or center valves are unquestionably of great advantage over the old and complicated multiple-valve system, and will be found a great economizer of space and time.

Making Oxide.—The following synopsis of purification is taken from one of the publications of the Gas Machinery Co : The sesquihydroxide of iron, $Fe_2(OH)_6$, is the most active form of "oxide," but is very unstable, decomposing when heated to about 100° and forming $Fe_2O_3.3H_2O$ This last compound forms the most active constituent of "oxide," combining with the sulphureted hydrogen in two ways

$$Fe_2O_3.3H_2O+3H_2S=Fe_2S_3+6H_2O \text{ or}$$

$$Fe_2O_3.3H_2O+3H_2S=2FeS+S_2+6H_2O.$$

The bulk of the sulphureted hydrogen is absorbed according to the first equation, probably about one-fifth according to the second equation

Various methods are used to make oxide, the principal object being in every case to obtain the ferric oxide in as fine a state as possible and intimately mixed with soft-wood chips, shavings, or sawdust Pine or spruce shavings are best, as they contain no objectionable tannic acid found in oak, poplar, or whitewood. An oxide should always be alkaline

Method 1 —Mix clean fine cast-iron borings with sal-ammoniac in proportion of 20 lbs to 1 oz, distribute on floor in layer of about 6 inches, and allow it to rest for at least three weeks, turning and wetting the borings every few days Mix with soft-wood shavings or chips, previously wetted to make material weigh about 40 lbs. per cubic foot.

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Method 1.—Mix clean fine cast-iron borings with sal-ammoniac in proportion of 20 lbs. to 1 oz., distribute on floor in layer of about 6 inches, and allow it to rest for at least three weeks, turning and wetting the borings every few days. Mix with soft-wood shavings or chips, previously wetted to make material weigh about 40 lbs. per cubic foot.

Method 2.—Mix coarse sawdust or small chips with slaked lime in proportion of four barrels of sawdust to one of lime. Pour copperas dissolved by steam over same, using about 9 pounds of copperas per bushel of shavings. Dissolve 1 lb. sal-ammoniac in water and mix with 20 lbs of iron borings. Then mix sawdust and lime with borings.

Method 3.—Spread pine shavings in a layer of about 18 inches; cover with 3 inches of previously rusted cast-iron borings, sprinkle with salt water and mix thoroughly, turning over every day for about one week.

It is good practice in the manufacture of purifying material to mix the sawdust or shavings with the iron borings prior to oxidization, so that the iron in rusting forms a coating or crust upon the

cake, pulverize or, owing to its spongy nature, become compressed as do other materials, thereby greatly relieving the back pressure thrown by the box; its back pressure is only one-third that of the material ordinarily used. As 50 per cent. more oxide can be mixed with ground cork than with either sawdust or shavings, the capacity of the box is increased 50 per cent Cork can be obtained as the waste from cork factories, and although the initial cost is invariably greater than sawdust or shavings, it is sometimes offset by its other qualities.

Ground corn-cobs are also in use as a substitute for cork, and it is claimed for them that they possess nearly if not all of the qualifications possessed by cork Their cheapness is a great recommendation in their favor. The following table gives the weights of one bushel (2150 cubic inches) of different purifying materials:

Material.	Lbs. per Bushel.
Pine shavings	5.25
Ground cork	6
Pine sawdust	12.75
Ground corn-cobs.	15.
Iron oxide.	112.

There is authority for the statement that 1.5 per cent. of air admitted to the purifying-boxes with the gas will add 25 per cent. to the purifying capacity.

Preparing Lime.—Baker's Masonry Construction gives the following characteristics for good mortar. Lime: 1. Freedom from cinders and clinkers, with not more than 10 per cent. of other im-

purities, as silica, alumina, etc 2 Chiefly in hard lumps with but little dust. 3 Slakes readily in water, forming a very fine, smooth paste without any residue 4 Dissolves in soft water when this is added in sufficient quantities. These simple tests can be readily applied to any sample of lime

Common lime is a substance resulting from the calcination of pure, or nearly pure, limestones, such as marble or chalk at a high temperature, applied for a certain time to drive off the CO_2 in the limestone. It principally has calcic oxide with 3 to 10 per cent. of impurities, silica and alumina, magnesia, oxide of manganese, and trace of alkalies It is highly caustic, with a strong affinity for water, rapidly absorbing about one-fourth of its own weight, which absorption increases its temperature to an intense heat, together with an increase of bulk of from two to three times the original volume. This reduction to an impalpable powder is called "slaked lime" or "calcic hydrate," which forms with water an unctuous paste This paste, in common with mortar, will not harden in the presence of water

The advantage of using lime for purification, either alone or in combination with iron oxide, is the more complete removal from the gas of sulphur compounds and also the removal of carbonic acid, for which the oxide alone has no affinity (see table of Effect of CO_2 on Candle Power) The effect of CO_2 on illuminating gas can only be removed entirely by purification. Its removal causes a whiter, purer, and brighter light, which cannot be compensated for by increased enrichment or the addition of hydrocarbons. These advantages may be worth the additional cost in purification, even where lime is comparatively dear

It is, however, claimed by advocates of iron oxide that American coal-gas contains but few sulphurous compounds other than sulphureted hydrogen, and that this latter is the only needful impurity to remove, and can be accomplished entirely by the use of oxide It is also claimed that while lime removes the CO_2 it also mechanically separates from the gas certain of the heavier hydrocarbons, thereby neutralizing the benefit derived by its removal.

The question reduces itself largely to a basis of cost of materials and as to whether additional oil be used to make up the loss, or whether a saving can be effected by the removal of the CO_2, thereby increasing the efficiency of a less amount of enrichment used.

Calculations.—As to the purifying capacity of lime for CO_2, the theory is as follows: Assuming a bushel of unslaked lime to weigh 80 lbs and to contain 90 per cent. of CaO, one bushel of lime would therefore contain about 72 lbs. of pure CaO, Slaking this lime the following reaction would take place:

$$CaO+H_2O=Ca(OH)_2,$$

or calcic hydrate Since the atomic weight of Ca is 40, O is 16, H being 1, the equation would represent $(40+16)+(2+16)=(40+17\times2)=74$ Therefore, 56 lbs. of CaO will make 74 lbs. of $Ca(OH)_2$, and 72 lbs. of CaO will make 95 11 lbs. of $Ca(OH)_2$. The reaction equation between slaked lime and CO_2 is

$$\begin{array}{c} Ca(OH)_2+CO_2=CaCO_3+H_2O \\ 74 \quad + 44 = \quad 100 \quad + \quad 18 \end{array}$$

We see that 74 lbs of $Ca(OH)_2$ will combine with 44 lbs. of CO_2, therefore 95 11 lbs of $Ca(OH)_2$ will combine with 56.55 lbs. of CO_2 Dry CO_2 at 60° F and 30 in barometer weighs 1 lb. for each 8 595 cubic feet, so that $56.55\times8\,595=486\,047$ cubic feet.

Supposing gas to contain 3 per cent. of CO_2 or 30 cubic feet per 1000 cubic feet of the gas, we have 486 047 divided by 30, or 16 202 cubic feet multiplied by 1000, equaling 16,202 cubic feet, the maximum amount of gas with which the calcic oxide in one bushel of lime as aforesaid, will theoretically combine. Of course, under working conditions, this combination would be exceedingly less complete

On the other hand, the maximum amount of sulphureted hydrogen which can be removed from gas (theoretically) can be calculated as follows: Suppose a bushel of the purifying material to contain an amount of $Fe_2O_3\,H_2O$ equivalent to a weight of 25 lbs of iron, and assuming that there is no oxygen present in the gas, the proportions would be as follows: Of the $Fe_2O_3.H_2O$ the atomic weights are $Fe=56$, $O=16$, and $H=1$. The molecule of the oxide will therefore contain $(56\times2)+(16\times3)+(1\times2)+16=178$ parts by weight, of which 112 parts are iron and therefore 25 lbs of iron will form $25\times\frac{178}{112}=39.7$ lbs. of ferric hydrate. The reaction given by Butterfield for the removal of H_2S from gas by this ferric hydrate is as follows:

$$Fe_2O_3\,H_2O+3H_2S=Fe_2S_3+4H_2O;$$

$$Fe_2O_3.H_2O+3H_2S=2FeS+S+4H_2O.$$

The proportion between $Fe_2O_3\,H_2O$ and H_2S is the same in both equations; the amount of H_2S absorbed by a given quantity of $Fe_2O_3\,H_2O$ is the same, no matter which of the two above reactions may occur.

The atomic weight of S is 32; therefore, the weight of H being

one, the molecule $H_2S \times 3$, as in the equation, equals $3\,(2 \times 1 + 32)$, or 102 parts. Therefore, 178 atomic parts of $Fe_2O_3\,H_2O$ will combine with 102 parts of H_2S or 1 lb will combine with 0.573 lbs., from which we derive that 39.7 lbs. of $Fe_2O_3\,H_2O$ will combine with 22.748 lbs. of H_2S. Now if 1 lb of dry H_2S at 60° F and 30 in. barometer occupied a volume of 11.1229 cubic feet, we conclude that 22.748 lbs. will correspond with 22.748×11.1229, or 253.02 cubic feet of H_2S.

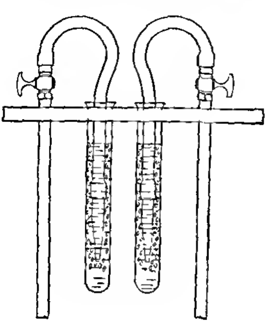
Assuming a gas, therefore, to contain 0.85 per cent. by volume of H_2S it will contain 8.5 cubic feet of H_2S per 1000 cubic feet of gas, or $253.02 \div 8.5$ equals 29.791, denoting that 29.791 cubic feet is the maximum amount of gas containing the said amount of H_2S that can be theoretically removed by chemical union with one bushel of the above-mentioned purifying material. But, as noted in the calculations for the theoretical purifying power of lime, these results cannot be nearly attained under working conditions.

Temperature.—It may be noted, however, that conditions of temperature have much to do with the combining power of both the lime and the oxide, as at a temperature below 30° F. both lime and ferric oxide are practically inactive with reference to H_2S, and above this temperature their capacities for combination increase more and more, until at a temperature of 100° to 120° F the action becomes as complete as can be obtained under working conditions. It follows from this that purifying-houses, lime-rooms, and revivifying-sheds should always be maintained at a temperature not less than 60° F, and that concrete boxes built out of doors and other exposed purifiers should be properly heated with steam-coil, or the gas itself should be heated prior to entry therein

Testing Oxide Boxes.—For determining whether the bed of oxide is doing service or not, Fig 16, on the following page, illustrates an easy method Byron E Choller describes the arrangement thus: "It frequently happens that both inlet and outlet of a purifying-bed will show an equally foul test with lead paper, while the bed may yet be doing work. The cut shows how this condition may be ascertained: a pipe and stop-cock leading from each side of the bed, rubber tubes with glass nozzles of equal size attached, and a weak solution of permanganate of potash are all that are required Put equal quantities of equal strength of the solution in the test-tubes, insert the glass tubes, and turn on the *gas in both at the same time. Foul gas will make the solution* clear almost immediately If the bed is doing work, the inlet side will clear up quicker than the outlet side. Two or three grains, or perhaps less, of permanganate of potash to a quart of clean

water is sufficient *Keep the solution in a well-stoppered bottle,* and do not make up too much at a time."

Judging from a few experiments, when it takes the outlet four or five times as long as it does the inlet to clear up by this method it is time to change the box, as in such case it would be taking out only about 20 per cent. of the sulphur in the gas.



SULPHUR TEST TUBE.

FIG. 16.—Comparison of Sulphur in Inlet and Outlet Gas.

Revivification.—This can be done while the gas is passing through the boxes for purification by admitting a small percentage of air or oxygen, 1½ per cent. to 0.5 per cent., with the gas; or air can be blown or sucked through the foul oxide after the box is turned off and opened; otherwise the oxide can be removed from the box and revivified elsewhere.

By revivification is meant the reduction of the iron-sulphur compounds again to active iron oxides or hydroxides; reactions are

$$2Fe_2S_3+3O_2=2Fe_2O_3+3S_2$$

or

$$12FeS+9O_2+6Fe_2O_3+6S_2.$$

Oxide can generally be used until it has taken up 60 per cent. of sulphur by weight, although it generally becomes fouled by tar, etc., before this point is reached

As to the proper handling of oxide for revivification, the Trustees of the American Gaslight Association have to say as follows:

"As probably no two samples of iron oxide (the words being used to denote a purifying material in which the active agent is hydrated ferric oxide) are exactly alike, it is impossible to lay down hard-and-fast rules that will apply in all cases. But there is one truth that must always be borne in mind and acted upon to secure the best results, this is that revivification will be the more rapid and complete the higher (within reasonable limits) the temperature of the oxide Therefore, the treatment should be such as to retain, as far as possible, in the material all the heat generated by the chemical action that occurs, provided, of course, that this heat is not excessive.

"At a works using oxide purchased from three different firms, the following method of handling during revivification was found to give the best results As the oxide was removed from the box it was thrown on to the revivifying-floor, beneath the box, into heaps, each about 8 feet high, and allowed to remain in these heaps until it was thoroughly heated, the length of time required for the attainment of this result varying from one to two hours for fresh, active oxide to forty-nine hours or more for that nearly spent, or sluggish from any other causes When hot it was taken from the heap and placed on the floor in long ridges, whose cross-section was approximately an equilateral triangle with 24-inch sides Spaces were left between the ridges, and as the oxide on the two exposed faces revivified, as shown by its change in color, it was scraped down into these spaces until the whole batch was spread out in a layer, with a uniform depth of about 9 to 10 in. It was then turned over with shovels, care being taken to have it really *turned* and the material that had been on the bottom placed on top, instead of the whole mass being merely shoveled to one side, which is very often all that the so-called turning over amounts to By this time it was usually thoroughly revivified. If not, it was again turned over as often as necessary. When revivified the batch was piled in a heap about 6 feet high and 4 to 6 feet wide to remain until it was put back into the box in due course. Sufficient time was allowed to elapse between each handling for complete revivification of the top layer of oxide. During the operation the oxide was then wet, unless it became excessively heated or so dry that there was a loss and a nuisance in handling, owing to the dust arising from it. By thus keeping

the oxide as dry as possible, all the heat produced by chemical action was made available for maintaining the temperature of the material and thus promoting complete revivification, instead of being used up in vaporizing added water.

"In handling batches of fresh oxide care must be taken to prevent their becoming so highly heated as to ignite the sulphur and shavings contained in them. Even in such cases, however, it is better to allow the oxide to stay in heaps. Since less surface is exposed to the air in this way, the liability of ignition is less, and if it does occur the fire can be moro readily extinguished by the use of water. Such heaps should be examined at frequent intervals and any tendency to fire be attended to Ignition cannot occur with wet oxide until the water has been practically all evaporated, so wetting the oxide will always prevent it. But as it also retards revivification it should only be resorted to in cases of necessity Spreading the oxide out in layers and turning it constantly will also cool it.

"If a batch of oxide does not heat and revivify properly when handled as above, and its record shows that it is not yet saturated with sulphur, it can sometimes be brought into good condition again by being exposed out of doors in the sun during the warm weather, the sun imparting the heat necessary to start and maintain the revivification, or the batch can be heated artificially.

"Another method of revivification consists in placing the oxide, when taken from the heaps, on a platform of purifier-trays, supported about a foot above the floor of the revivifying-room in such a way as to permit a free circulation of air underneath the whole bed, the oxide being spread in a layer 24 to 30 inches deep. When using such a platform revivification takes place on the bottom as well as at the top of the layer, proceeding faster on the bottom. When the batch is turned, the oxide, still foul, should be put on the trays, and the oxide that has revivified either piled to one side or placed on top of the foul oxide. If this method is used with active oxide great care will be necessary to prevent firing, as revivification proceeds very rapidly, owing to the fact that air passes up through the oxide instead of merely being in contact with it."

It is generally the custom in slaking lime at works to reduce the lime to a sort of paste which will neither adhere to the fingers when suspended from them nor yet fall in a granular powder. It is probable, however, that this is hardly sufficient moisture, and it is better to add enough water to bring the lime to a homogeneous mass This mass should be allowed to lie over some hours and then be worked over to rid it from lumps.

The tendency of all gas-engineering points toward revivifi-

cation *in situ*. This can be best accomplished by the admission of air in a fixed ratio (under 3 per cent) with the gas at the inlet of the purifiers, which is easily arranged by belting a forge-blower

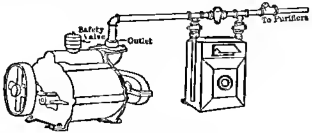


Fig. 17.—Revivifying *in situ*

or one of the Connelly compressors direct to the shaft of the exhauster (Fig. 17)

LOSS BY IN SITU PURIFICATION.

Air Admitted, Per Cent.	Loss in Candle Power, Per Cent.
1 0	2 0
1 2	2 3
1 4	2 6
1 6	3 0
1 9	3 6
2 1	3 9
2 3	4 3
2 5	4 8

Removal of Traces.—It must be noticed in all forms of purification that the elimination of impurities, being chemical, can occur only where there is an intimate union and thorough contact of the gas with the material used Should any tar or oily matter be allowed to come in contact with the purifying material, it will form a coating or insulation which will tend to prevent chemical action from taking place, besides fouling the material and causing it to solidify and coke, thereby producing back pressure. It is of enormous advantage to remove such substances as completely as possible before bringing them in contact with the purifying material, to which end the gas should first be passed through a bed of shavings or coke-breeze (oak-wood shavings should never be used for any purifying purpose, because of the tannic acid contained), forming a filter, which

material should be changed immediately as soon as it becomes saturated. In extreme cases a P. & A. condenser may be used or some device of baffle-plates, in which the tar and oil molecules carried along in suspension impinge and drain away by gravity.

Some such device will be found a great economy in works, as it has been the experience of the writer from a number of tests that the oxide or lime in the first boxes of the purifying series almost invariably become so foul as to become useless long before its combining affinity has ceased, and that by the use of proper extractors or filters the life of these materials will be indefinitely prolonged.

In addition to the injury done purifying material by small portions of heavy tar and oil, carried over in suspense by the gas, and for which there should be mechanical separation, tarry vapors are likewise a great menace not only to the material itself, but to the subsequent features of distribution, such as mains, services, the drums of meters, the cocks of fixtures, and especially the tips of burners and Welsbach mantles and appliances.

The simplest method of breaking up these vapors consists in placing a layer of chips and shavings or coke-breeze on the lowest tier of the trays of each purifying-box, so that when a box becomes the first in the series the gas passes through this filter, and the vapors are filtered out before the material in the upper portion of the box is reached It is, however, better, where possible, to have one box or other vessel retained solely for the use of such scrubbing and containing several thick layers of wood chips, sawdust, and shavings or breeze This box should invariably be the first in the purifying series, and this arrangement has the advantage that it can be easily determined as to the time when complete saturation of its material takes place, after which time it very imperfectly filters out the passing vapors. A discussion of the subject will be found in the Proceedings of the American Gaslight Association, Vol 15, pp. 142 to 147, and can be read to some advantage.

A gas is said to be saturated with vapor at a certain temperature and pressure when it contains the full amount of vapor that it can carry under these conditions Any change in these conditions will change its point of saturation, thereby causing it to carry more or less vapor or moisture. Also, when a gas is so saturated it cannot be made to take up any more vapor unless these conditions be altered. At any given temperature and pressure a definite quantity of a given vapor is required to saturate a gas, and this quantity is invariably the same under the same conditions. This is called the saturation- or dew-point.

Analysis for Total Sulphur.—The following excellent system was described before the American Gaslight Association by W. B.

Calkins of St. Louis, Mo.: The method depends upon the well-known chemical fact that sulphur compounds, such as carbon bisulphide, mercaptan, and other organic forms, break up and form H_2S when mixed with free hydrogen and passed over heated platinized asbestos or pumice.

After the sulphur compounds have been changed to the form of H_2S, it is a very simple matter to precipitate the sulphur in some form easily weighed or titrated, and the per cent. of sulphur figured b[illegible]

In orc[illegible]

methods [illegible]

with a standard iodine solution was used.

The iodine method used is one commonly employed for rapid determination of sulphur in pig iron and steel, and consists in absorbing or precipitating the sulphur evolved from the iron or steel as H_2S in solutions of NaOH, KOH, or in an ammoniacal solution of cadmium or zinc chloride. The use of the two latter are to be preferred on account of the sulphur being in a visible form (CdS or ZnS), and one which is not liable to alteration on standing

The reaction that takes place when H_2S is run into a strongly ammoniacal solution of cadmium chloride is as follows:

$$H_2S + CdCl_2 + 2NH_4OH = CdS + 2NH_4Cl + 2H_2O.$$

Now if the solution containing the precipitate of CdS is diluted with a *large volume* of cold, distilled water and a sufficient quantity of HCl added, H_2S is set free by the following reactions:

$$CdS + 2HCl = H_2S + CdCl_2$$

A considerable excess of HCl is needed to effect a complete reaction, and the volume of water present *must* be large and cold in order to prevent the escape of any H_2S.

The solution of H_2S in water is now titrated with a standard iodine solution, using a little fresh starch solution as an indicator; the reaction is as follows:

$$H_2S + 2I = 2HI + S.$$

The least excess of iodine is shown by the intense blue color (iodide of starch) that is instantly formed as soon as the reaction is complete. The solutions needed are a standard solution of iodine, a fresh, clear solution of starch, and a strongly ammoniacal solution of cadmium or zinc chloride.

No arbitrary standard solution of iodine is needed, but one can be made up and standardized to suit local conditions, the preparation and standardizing of which can be found fully explained in any good book on quantitative analysis.

For the cadmium chloride solution a good strength for the stock bottle is made by dissolving four grains of cadmium chloride in 100 c.c. of water, and when dissolved add an equal volume of strong, chemically pure ammonia

The platinized asbestos for filling the combustion-tube is easily prepared: Take ¼ pound of clean asbestos wool, free from sulphur, wash in 2 ounces of a 5 per cent solution of platinum chloride, then dry, place in a large evaporating dish, separate the wool, moisten evenly with alcohol and ignite; this forms a coating of platinum black over the wool fibers. The wool must now be strongly heated in order to drive off any free acid.

The apparatus needed for this method consists in a good meter, one that will accurately measure $\frac{1}{10}$ of a cubic foot (or, in place of this, a good meter-prover can be used, and the sample of gas it contains can be taken as representing the average gas made for several hours); a small 15-burner combustion furnace; some good Jena glass combustion-tubing 30 in long, or a flanged porcelain tube glazed inside, 30 in long and ½ in. inside diameter; about four plain, ringed-neck glass cylinders 9 in. high, to hold about 150 c c , with 2-holed rubber stoppers to fit; one small brass aspirator, filter-pump, and several feet of good glass and pure gum rubber tubing for making connections.

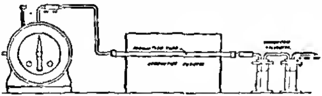


FIG 18.—Analysis for Total Sulphur Apparatus.

Before starting the test the meter and combustion-tube must be filled full of the gas to be tested and the gas shut off, then the combustion furnace heated up, slowly at first so as not to crack the combustion-tube, until the tube is a dull red (about 1000° to 1200°); now read the meter, turn on the gas, and by means of the aspirating-pump draw the gas
tion-tube, which is connected
almost to the bottom of the fi
a second receiving cylinder anc

which is attached to the water service. By means of the pump the gas can be drawn at any required speed through the apparatus, but faster than ½ foot an hour is liable to bubble the cadmium chloride solution out of the first cylinder into the second The second cylinder is used as a guard in case any H_2S might pass the first one.

Both

3 c.c. of

then abc

are filled

When the required volume of gas has been passed, the meter and aspirating-pump are shut off, the cylinders disconnected and washed out with a large volume of cold water into a deep cylindrical beaker, a few cubic centimeters of starch solution are added, and then a large excess of concentrated chemically pure HCl, and,

for two or three minutes.

There must be no delay in titrating, for if the solution containing the CdS is allowed to stand it will lose H_2S, or the sulphide may oxidize

Another method is to quickly filter off the flocculent precipitated CdS, the filter and precipitate placed in a deep beaker containing a large volume of cold water, the HCl and starch solutions added, then titrating. This avoids the presence of a large amount of ammonia salts and any hydrocarbons absorbed in the liquid with which it has been claimed the iodine reacts slightly

The combustion-tube must be loosely packed from time to time with fresh platinized asbestos, for the old will gradually be coated with carbon and the tube stopped up.

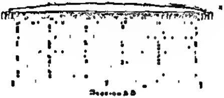
To prove that the chemical reaction was complete, known quantities of chemically pure carbon bisulphide and mercaptan were vaporized with pure hydrogen gas. This mixture was passed through the apparatus, the H_2S precipitated with cadmium chloride, and the amount of sulphur found agreed with the per cent of sulphur contained in the organic sulphur compounds.

Other tests for accuracy were made by comparing results obtained from the same sample of gas, by determining the per cent. of total sulphur present, first with the London Gas Referees' sulphur apparatus, then by the combustion method, and the results agree very closely. The following are a few of the results:

SULPHUR IN GAS PER ONE HUNDRED CUBIC FEET.

	Referees' Method.	Combustion Method.
1	14.512	14 530
2	16.224	16.320
3	15 820	15.980
4	18.256	18.724

Correction for temperature and pressure must be made as in any gas analysis.



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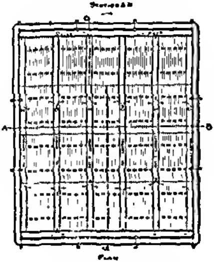
B



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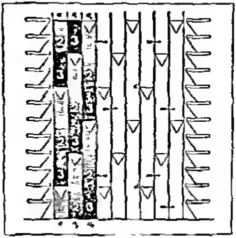

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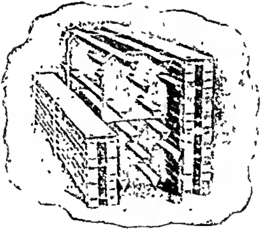

E

FIG 20

greater oxide efficiency.

CHAPTER VIII.

EXHAUSTERS.

The trustees of the American Gaslight Association give the following calculation for obtaining the horse-power necessary to handle a given quantity of gas, pumping it with an exhauster. As an example of their calculation, they take the pumping of 17,000 cubic feet of gas per hour, with an inlet pressure of 1.1 in. against an outlet pressure or head of 12 in.

"Power Required.—The term horse-power is used to indicate the rate at which mechanical work is done and denotes the performance of 33,000 foot-pounds of work per minute; that is, the raising of a weight of 33,000 pounds through a height of one foot, or the overcoming of a resistance of 33,000 pounds through a space of one foot. The horse-power required to pump gas can therefore be calculated by *dividing the product of the resistance* overcome and the space through which it is overcome in a minute by 33,000, the resistance being measured in pounds pressure and the space in feet. The resistance is determined by the net pressure against which the exhauster is working, that is, by the difference between the pressure at the outlet and that at the inlet of the exhauster. The space can be taken as the number of cubic feet of gas pumped in a minute, without any reference to the actual velocity with which the gas passes through the outlet-pipe, since with a given outlet pressure the total resistance against which the exhauster is working varies directly as the area of the outlet-pipe, while the velocity of the gas, or the space passed through in the unit of time, varies (when the same quantity is pumped per minute) inversely as the area of the outlet-pipe, and therefore the product of the total resistance and the space passed through will always be equal to the product obtained by multiplying the resistance per square foot by the number of cubic feet of gas pumped in the unit of time. The gas pressure is usually given in terms of the height in inches of the water column which it will balance; to convert this to pounds per square foot,

it is necessary to multiply it by the weight of a column of water 1 sq. ft. in area and 1 in. high. A cubic foot of water weighs 62.5 pounds; therefore a column of water 12 in. high exerts a pressure of 62.5 pounds per sq. ft., and a column 1 in. high will exert a pressure $62.5 \div 12 = 5.2$ pounds per sq. ft. The horse-power required for the actual work of pumping the gas can therefore be determined by multiplying the number of cubic feet pumped per minute by the product obtained by multiplying the net pressure in inches of water by 5.2 (which gives the pressure in pounds per square foot against which the exhauster is working) and dividing the final product by 33,000. Putting this rule into the shape of a formula, we have

$$\text{H.P.} = \frac{5.2VH}{33,000},$$

in which V = number of cubic feet of gas pumped per minute, and
H = the difference between the outlet and the inlet pressure in inches of water.

In the present problem

$$V = \frac{17,000}{60} = 283.33 \text{ cu. ft.},$$

and

$$H = 12 - 0.1 = 11.9 \text{ in.},$$

$$\text{H.P.} = \frac{283.33 \times 11.9 \times 5.2}{33,000}$$

$$= \frac{17532.46}{33,000} = 0.531 \text{ h.p.}$$

"Therefore the horse-power required for pumping the gas, without taking into consideration the friction of the exhauster or any other losses of power in the machinery, is 0.558 h.p.

"George J. Roberts, from actual tests on pumping gas into a holder, deduced the following formula for an exhauster of the Wilbraham type:

$$\text{H.P.} = 0.00511HV;$$

H = the net pressure in inches pumped against, and
V = thousands of cubic feet pumped per hour.

"Substituting the value of H and V in the present problem, we have

$$\text{H.P.} = 0.00511 \times 11.9 \times 17 = 1.03.$$

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"Substituting the value of H and V in the present problem, we have

$$\text{H.P.} = 0.00511 \times 11.9 \times 17 = 1.03.$$

"So that the total horse-power required according to this formula is nearly double that required for pumping the gas" Or, in other words, the efficiency of the engine and exhauster when working at this rate is only about 50 per cent.

Installation.—In installing the exhauster, solid masonry should invariably be used, no other material being as good for a foundation. The bed-plate is bolted directly by bed-bolts to this, and without any intervening wooden structure, which may have a tendency to decay and increase vibration. One of the most common causes of trouble is due to the springing of the outlet and inlet connections into place to correct the fitting, the latter not being true This tension has a tendency toward causing knocking and binding of the working parts of the machine. The connections should invariably be square and true, and so supported as to relieve the flanges of the exhauster not only of any torsion, but of their own weight

Internal heating, which is difficult to discover, occasioned by the thrust of the crank-shaft of the engine, is another contingency with exhausters. This is frequently caused by the set of the machine not being perfectly level and can usually be detected and the cause located by taking out the bolts of the coupling, an imperfect alignment being indicated by the springing of the coupling flanges. Misalignment of the parts of the bed-plate is indicated by a separation of these parts, while a thrust of the crank-shaft is shown by the binding of the flanges against each other. This can be remedied by forcing the engine to or from the exhauster, re-reaming the dowel-holes and driving in fresh dowels.

Operation.—It sometimes happens, after an exhauster is shut down, that it is "tar-bound." This is overcome by the introduction of benzine or kerosene through the sight-feed oilers, placed at the top of the exhauster case.

An exhauster should be as carefully kept up as any other form of a steam-engine. The first and most important point is that of cleanliness, which cannot be overrated, all excess of tar, oil, and dirt being kept away from the governor and other working parts The adjustments should be examined daily, and once or twice a season an indicator diagram should be taken from the engine, to note if valves are properly set. The machine should have constant attention with regard to oiling, and the engineer should by regular inspection note that the oil-cups are replenished and are emptying equally. The packing of exhausters is especially prone to become hard and to grind the axle-shafts and other working parts. It should be removed as often as inspection shows to be necessary, perhaps once in three

months. It is needless to say that all bearings must be properly kept up, especially those supporting the impellers. The gears may best be lubricated with a mixture of grease of good quality or graphite

Losses.—The power lost in friction in an exhauster will average between 7 and 9 per cent of the total energy supplied to the machine during the period of full load. It is, however, very nearly constant and varies but slightly between the maximum and minimum load The slip is also a constant quantity under any one pressure, the total slip per minute being about the same, whether the machine is running fast or slow. In a comparative test, where the air delivered was measured by a meter, and in what is known as the "closed discharge test," the results disclosed little or no discrepancy. The "closed discharge test" is apparently the more accurate, and consists in closing the valve on the discharge side of the machine, when the machine is then operated at such speed as to maintain the pressure desired The slip is then equal to the displacement of the machine per revolution, multiplied by the number of revolutions per minute, to maintain the pressure It is, of course, understood that the valves in the connection should be perfectly tight.

As to thermal loss, there is but little known. Air compressed to three pounds, according to the test of Geo. C. Hicks, Jr., shows an increase in temperature of 18 deg. F. The specific heat at constant pressure is about 0.2377; hence it will appear that the loss would be extremely small in actual units of work. For instance, the maximum loss, due to the difference between isothermal and adiabatic compression in air compressed to four pounds, is only about 4.5 per cent In the case of the rotary machine, at least, the compression is adiabatic or very nearly so.

Where the steam-piping is small, or the steam pressure variable, it is advisable to interpose a regulating-valve immediately before the steam-inlet of the exhauster.

In the use of any positive-pressure gas-pump (especially when there is no holder on the line) and in the connection [illegible] the pump or exhauster

In the first case this is to prevent excessive "building up" of pressure in the pipe-line; in the case of the booster or exhauster, the arrangement is to prevent the "blowing" of the purifying-boxes; in this instance the relief-valve or seal for them must be adjusted considerably under the seal capacity of the boxes, securing thereby a margin of safety.

Few engineers are aware of the loss, amounting to a material item, occurring through the blowing of the boxes and the consequent escape and loss of gas, to say nothing of the tremendous danger to life and property.

Slip.—According to Mr. Geo. C. Hicks, Jr., "the slip of a rotary blower should vary as the square root of the pressure, speed being constant, and inversely as the speed, the pressure being constant; directly as the clearance; directly as the square root of the reciprocal of the specific gravity, and directly as the square root of the ratio of the absolute temperatures"

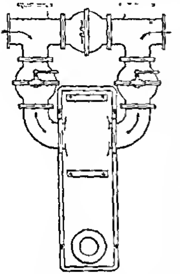

FIG 21 — Exhauster By-pass and Connections

For continuous-contact impellers the law of flow of gas through an orifice is very close to actual results. It will, therefore, appear that to attain high efficiency in a machine it should be as nearly as possible of such size as will warrant approximately its maximum rate of speed during service. For the increase of volume of gas passed in a given time decreases the per cent. of slip in inverse ratio as the increase of revolutions per minute. This is generally true up to the safe speed limit.

The slip also varies directly as the square inches of the opening of clearance, which should therefore be kept down to the lowest margin compatible with safety. This is especially true with heavy-duty exhausters (operating over 3 to 4 lbs pressure).

In low-pressure work the slip may be said to vary, inversely with the speed, from 1 to 20 per cent. Temperature affects the slip only, as has been stated, as proportional to the square root of the ratio of absolute temperature, and has nothing to do with the shrinkage in [illegible] emperature.

[illegible] as the square root [illegible] gravity would give [illegible] times as much as air under similar conditions.

The friction losses in an exhauster are practically those entailed by the bearings and the gears.

The pressure of the [illegible] tion, in [illegible] ment is [illegible]

In this connection we may say that much depends upon the accuracy of cutting and keying of the impeller-gears, the juxtaposition of the impellers, the conditions of clearance, and the general alignment subject to such accuracy. For low-pressure machines (1 to 2 lbs) single gears with double outboard bearings are preferable, while with the heavy-duty machines double gears with outboard bearings give better satisfaction. The advantage of the outboard bearing is to distribute the strain upon the machine and furnish double- instead of single-bearing surface, besides stiffening the entire apparatus

Horizontal machines are, moreover, stiffer and better adapted to heavy duty than the vertical type The double outboard bearings mentioned should be invariably specified, their cases in the instance of high pressures being a
in length, and a bore, sc
duty (say 1 or 2 lbs) 1

The driving of exhausters belongs to three classes, viz., belt or rope drive, pinion gear and silent chain, and "direct connection" For the first the belt pull should average about 75 lbs. and have a speed of between 3000 and 4000 feet per minute. At this figure the loss of power should not exceed over 3 per cent. Counterbelting should be permitted only on very light service loads. For this class of drive outboard bearings are especially necessary to maintain rigidity.

The silent chain should give an efficiency of about 98 per cent., gear transmission 95 per cent. These methods are especially necessary in connection with turbine or high-speed motive power.

Where direct connection is used the flexible connection is decidedly advisable, and is absolutely essential in heavy-duty machines having the service of over 4 lbs. This is by reason of the facility with which alignment between the exhauster and prime mover may be maintained, this being almost impossible where the connection is rigid.

Of late years small exhausters have come into frequent use in connection with "booster" or high-pressure feed-lines, also for long-distance transmission

Such service rarely exceeds a maximum of over 4 lbs. discharge duty with 8 to 12 inches water pressure on the suction end Under such conditions the total losses (principally slip and friction) will hardly exceed a maximum of 15 per cent., 7 or 8 per cent. being the average. As this service must be executed under variable conditions of speed, the prime mover should be designe

The about 5 lbs. duty,
where below 80 per cent.

Few engineers are aware of the loss, amounting to a material item, occurring through the blowing of the boxes and the consequent escape and loss of gas, to say nothing of the tremendous danger to life and property.

Slip.—According to Mr. Geo. C. Hicks, Jr., "the slip of a rotary blower should vary as the square root of the pressure, speed being constant, and inversely as the speed, the pressure being constant; directly as the clearance; directly as the square root of the reciprocal of the specific gravity, and directly as the square root of the ratio of the absolute temperatures."

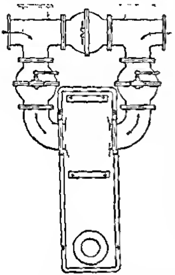

FIG 21 — Exhauster By-pass and Connections

For continuous-contact impellers the law of flow of gas through an orifice is very close to actual results. It will, therefore, appear that to attain high efficiency in a machine it should be as nearly as possible of such size as will warrant approximately its maximum rate of speed during service. For the increase of volume of gas passed in a given tima decreases tha per cent. of slip in inverse ratio as the increase of revolutions per minute. This is generally true up to the safe speed limit.

The slip also varies directly as the square inches of the opening of clearance, which should therefore be kept down to the lowest margin compatible with safety. This is especially true with heavy-duty exhausters (operating over 3 to 4 lbs pressure)

In low-pressure work the slip may be said to vary, inversely with the speed, from 1 to 20 per cent. Temperature affects the slip only, as has been stated, as proportional to the square root of the ratio of absolute temperature, and has nothing to do with the shrinkage in volume due to a decrease in gas temperature.

Specific gravity affects the slip, as above stated, as the square root of the reciprocal, as, for instance, gas at 0.5 gravity would give a slip 1.41 times as much as air under similar conditions.

The friction losses in an exhauster are practically those entailed by the bearings and the gears.

In this connection we may say that much depends upon the accuracy of cutting and keying of the impeller-gears, the juxtaposition of the impellers, the conditions of clearance, and the general alignment subject to such accuracy. For low-pressure machines (1 to 2 lbs) single gears with double outboard bearings are preferable, while with the heavy-duty machines double gears with outboard bearings give better satisfaction. The advantage of the outboard bearing is to distribute the strain upon the machine and furnish double- instead of single-bearing surface, besides stiffening the entire apparatus

Horizontal machines are, moreover, stiffer and better adapted to heavy duty than the vertical type The double outboard bearings mentioned should be invariably specified, their cases in the instance

The driving of exhausters belongs to three classes, viz , belt or rope drive, pinion gear and silent chain, and "direct connection" For the first the belt pull should average about 75 lbs. and have a speed of between 3000 and 4000 feet per minute. At this figure the loss of power should not exceed over 3 per cent. Counterbelting should be permitted only on very light service loads. For this class of drive outboard bearings are especially necessary to maintain rigidity.

The silent ... r cent., gear transmis ... pecially necessary in c ... power.

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Of late years small exhausters have come into frequent use in connection with "booster" or high-pressure feed-lines, also for long-distance transmission.

Such service rarely exceeds a maximum of over 4 lbs. discharge duty with 8 to 12 inches water pressure on the suction end. Under such conditions the total losses (principally slip and friction) will hardly exceed a maximum of 15 per cent , 7 or 8 per cent being the average As this service must be executed under variable conditions of speed, the prime mover should be designed for very sympathetic hand regulation.

The highest efficiency of this service is at about 5 lbs duty, where the minimum efficiency is possibly not below 80 per cent.

For heavier duty, however, say 8 to 10 lbs. or over, its commercial efficiency ceases, and some other form of condenser or pump should be used. In emergency, however, for service of this kind two or more exhausters may be connected in tandem with a fair degree of efficiency.

In summing up the losses due to slip, Mr. Geo. C. Hicks, Jr., an expert in the matter, says.

"Losses due to slip are dependent on two principal factors, pressure and speed The curves shown for constant speed and varying pressure cover a range of pressure from 22 in. of water to 122 1 and a loss due to slip within the ranges of ordinary operation of from 30 per cent. maximum to 1 per cent. minimum.

"In gas-exhauster work, say at a maximum pressure of 22.5 in of water, the slip ranges from 1 per cent. for various speeds on an air basis Modifying this for gas by multiplying by the square root of the reciprocal of the specific gravity or 1.41, the resultant loss is from 1 41 per cent to 28 per cent., or an average slip of 14.75 per cent for speeds ranging from 50 to 170 r.p m.

"For pumping clean gas, where it is possible to use a nearly constant speed, it is clearly advisable to select a machine to operate at its highest safe speed and thus get an efficiency of 81 per cent according to these tests, which were made on a machine not specially built for this service. Later results show an efficiency of 85 per cent under 5 lbs pressure The loss due to friction ranges from 1 to 15 5 per cent and shows an average of about 7 per cent at 130 and 170 r p m , and 5.4 per cent. at 110 r p m ; so it is safe to assume 7 per cent as an average friction load. This gives for gas-exhauster work an average efficiency of power applied to the shaft of 85 26 per cent. times 93 per cent , or nearly 80 per cent., as the useful effort of the power applied to the shaft. For high-pressure pumping we have 81 per cent. multiplied by 93 per cent., or 75.3 total, and on a basis of 85 per cent volumetric efficiency a total efficiency of 80 per cent. The loss due to temperature is not chargeable to the machine construction, as it is simply a shrinkage proposition and brings one to much the same set of formulas as those used in estimating condenser surfaces Not considering the latent heat of the vapors, an approximate method is to consider the volumes as proportional to their absolute temperatures.

"The increased slip, as stated before, would be proportional to the square root of the ratio of the absolute temperature. Assuming a rise to 140 deg. from 60 deg., the slip would be multiplied by the ratio 1.07; this 14 per cent. slip times 1.07 equals about 15 per cent., or an increase of only 1 per cent. due to a rise in temperature of 80 deg. The heat of compression at 10 lbs.

would raise air at 60 deg. up to 145, affecting the slip about the same amount 1 per cent The heating effect on the incoming air would be slight and I do not believe would result in an appreciable loss in volume delivered The results stated before include all these losses, and these points are brought up to show there is no need to consider these items as separate losses, at least at the comparatively low pressure used in rotary machines, and as a matter of fact it is probable that, the case expansion being less than the impeller expansion, the clearance is reduced and the slip decreased to some extent, probably enough to offset the additional slip due to the decrease in the density of the gas."

Air-compressor Capacity.—Capacities of air-compressors in cu. ft. of free air per minute in common practice are usually calculated by multiplying the area of the intake cylinder by the feet of piston travel per minute The free air capacity divided by the number of atmospheres will give the volume of compressed air per minute. To ascertain the number of atmospheres at any given pressure, add 14 7 lbs to the gage pressure, divide this sum by 14 7, and the result will be the number of atmospheres.

This calculation, however, is merely theoretical, and the results derived are never attained in actual practice, even with compressors of the very best design Allowances should be made for various losses, the principal one being due to clearance spaces, but in machines of poor design and construction considerable losses occur through imperfect cooling, leakages past the piston and through the discharge-valves, insufficient area and improper working of inlet-valves, etc. There are compressors where the total losses run as high as 30 per cent, whereas 2 5 to 10 per cent. should be the maximum

The altitude at which the compressor is to operate is an important factor, as it affects its capacity in direct ratio to the elevation It will be seen, as the density of the atmosphere decreases with the altitude, a compressor at high altitude takes in less weight of air at each revolution The air being taken in at the intake at a lower initial pressure, the earlier part of each stroke is occupied in compressing the air up to the normal pressure of 14 7 lbs., and the net capacity of the air-cylinder is thereby reduced. The power required to drive the same compressor is also less than at sea-level, but this decrease being in lesser ratio is not an offset

Compressors to be used at high altitudes should have the steam- and air-cylinders properly proportioned to meet varying conditions. The first table on page 103, based on a compressor working at sea-level and discharging at a pressure of 70 lbs., indicates the variation of compressors at different altitudes.

TABLE OF SIZES, POWER, AND CAPACITIES OF ROOT'S GAS-EXHAUSTERS

No of Exhauster	Suction and Discharge Diameters	Horse-power at Stated Speed.	Speed of Exhauster.	Displacement in Cu Ft per Revolution.	Capacity per Hour in Cu Ft, No Allowance for Shrinkage.
2	4	75	200	.72	8,600
3	6	1 5	190	1 50	17,100
4	8	2 5	180	3.07	33,150
5	10	3 75	170	5 20	52,140
6	12	5	160	8 20	78,720
7	16	7 50	150	12 43	111,840
8	16	11	140	20	168,000
8½	20	15 5	130	29.	226,200
9	20	19	120	37 25	268,200
9½	20	24	110	50.	330,000
10	24	29	100	63 10	378,600
10½	30	36	95	83	473,100
11	30	50	90	116.	626,400
12	36	80	85	196	999,600
14	42	115	80	300.	1,444,000

NOTE —Horse-power figured on basis of one pound per square inch, at speeds given in this table.

WILBRAHAM-GREEN GAS-EXHAUSTERS.

No.	Diameter of Connections, In	Displacement per Revolution, Cubic Feet	Revolutions per Minute.	Displacement per Hour, Cubic Feet.	Displacement per 24 Hours, Cubic Feet	Revolutions per Minute	Displacement per Hour, Cubic Feet	Displacement per 24 Hours, Cubic Feet.
3	6	1½	100	9,000	216,000	150	13,950	334,800
4	8	3	100	18,000	432,000	150	27,000	648,000
5	10	5½	100	33,000	792,000	150	49,500	1,188,000
6	12	9	100	54,000	1,296,000	130	70,200	1,684,800
7	16	15	90	81,000	1,944,000	125	112,500	2,700,000
8A	16	22	00	118,800	2,851,000	125	165,000	3,960,000
9A	20	35	85	178,500	4,284,000	115	241,500	5,796,000
9B	20	45	75	202,500	4,860,000	110	297,000	7,128,000
9½	24	55	75	247,500	5,940,000	110	363,000	8,712,000
10	24	67	70	281,400	6,753,600	100	402,000	9,648,000
10½	30	85	70	357,000	8,568,000	100	510,000	12,240,000
11	30	112	70	470,400	11,289,600	100	672,000	16,128,000
8B	16	25	Special size					

The above volumes are the displacement of the exhausters at a moderate speed, without allowing anything for loss or shrinkage.

REVOLUTIONS OF FAN-WHEEL OF GIVEN DIAMETER NECESSARY TO MAINTAIN A GIVEN PRESSURE OVER AN AREA WHICH IS WITHIN THE CAPACITY OF THE FAN.

Diameter of Fan-wheel in Feet.	Pressure in Ounces per Square Inch.												
	1/8	1/4	3/8	1/2	5/8	3/4	7/8	1	1 1/8	1 1/4	1 3/8	1 1/2	1 3/4
1	582	823	1007	1163	1300	1423	1537	1643	1742	1836	1925	2010	2170
1 1/4	466	658	806	930	1040	1139	1230	1314	1394	1469	1540	1608	1736
1 1/2	388	549	672	775	867	949	1025	1095	1162	1224	1284	1340	1447
1 3/4	333	470	576	665	743	813	878	938	996	1049	1100	1149	1240
2	291	411	504	582	650	712	769	822	871	918	963	1005	1085
2 1/4	259	366	448	517	578	633	683	730	774	816	856	893	964
2 1/2	233	329	403	465	520	570	615	657	697	734	770	804	868
2 3/4	212	300	366	423	473	518	559	597	634	668	700	731	789
3	194	274	336	388	433	475	513	549	581	612	642	670	723
3 1/2	166	235	288	332	372	407	439	469	498	525	550	574	620
4	146	206	252	291	325	356	384	411	436	459	481	502	543
4 1/2	129	183	224	259	289	316	342	365	387	408	428	447	482
5	116	164	202	232	260	285	308	329	349	367	385	402	434
5 1/2	106	149	183	211	236	259	280	299	317	334	350	366	395
6	97	137	168	194	217	238	256	274	290	306	321	335	362
6 1/2	90	126	155	179	200	219	236	253	268	282	296	309	331
7	83	117	144	166	186	203	220	235	249	262	275	287	310
7 1/2	78	110	135	155	173	190	205	219	232	245	257	268	289
8	73	103	126	146	163	178	192	205	218	230	241	251	271
8 1/2	69	97	119	137	153	167	181	194	205	216	226	236	255
9	65	92	112	129	144	158	171	183	194	204	214	223	241
9 1/2	61	87	106	123	137	149	162	173	183	193	203	212	228
10	58	82	101	116	130	142	154	164	174	184	193	201	217
11	53	75	92	106	118	129	140	150	158	167	175	183	197
12	49	69	84	97	108	119	128	137	145	153	160	168	181
13	45	63	78	90	100	110	116	126	130	141	148	155	167
14	42	59	72	83	93	102	110	117	124	131	138	144	155
15	39	55	67	78	87	95	102	10	116	122	128	134	145

REVOLUTIONS OF FAN-WHEEL OF GIVEN DIAMETER NECESSARY TO MAINTAIN A GIVEN PRESSURE OVER AN AREA WHICH IS WITHIN THE CAPACITY OF THE FAN—(*Continued*)

Diameter of Fan-wheel in Feet	Pressure in Ounces per Square Inch												
	2	2½	3	3½	4	4½	5	5½	6	6½	7	7½	8
1	2319	2590	2834	3058	3265	3460	3613	3817	3092	4141	4234	4433	4580
1¼	1855	2072	2267	2440	2612	2768	2915	3054	3186	3313	3434	3551	3664
1½	1546	1727	1880	2039	2178	2307	2129	2549	2655	2761	2862	2360	3053
1¾	1325	1480	1619	1747	1866	1977	2082	2171	2276	2366	2153	2536	2617
2	1159	1295	1417	1529	1633	1730	1822	1107	1098	2070	2146	2219	2289
2¼	1030	1151	1259	1359	1451	1539	1619	1696	1770	1840	1908	1973	2035
2½	928	1036	1134	1223	1306	1384	1457	1527	1593	1656	1717	1776	1832
2¾	843	942	1030	1112	1188	1259	1325	1389	1448	1506	1561	1614	1665
3	773	863	915	1019	1089	1153	1215	1272	1328	1380	1431	1480	1527
3½	662	740	810	874	933	989	1041	1086	1138	1183	1226	1268	1308
4	580	647	708	764	816	865	911	954	998	1035	1073	1110	1145
4½	515	575	630	679	726	769	810	848	885	920	954	986	1018
5	461	518	567	612	653	692	729	763	796	828	859	888	916
5½	422	471	515	556	591	629	662	694	724	753	781	807	833
6	386	432	472	510	545	577	607	636	664	690	716	740	763
6½	357	398	436	470	502	532	561	587	613	637	661	683	705
7	331	370	403	437	466	494	520	513	569	592	613	634	654
7½	309	345	378	409	435	461	486	509	531	552	572	592	611
8	290	324	354	392	409	432	455	477	499	518	537	555	572
8½	273	305	333	360	384	407	429	449	469	487	505	522	539
9	258	288	315	340	363	394	405	424	443	460	477	493	509
9½	244	273	298	322	344	364	384	402	419	436	452	467	482
10	232	259	283	306	327	346	364	382	398	414	429	444	458
11	211	235	258	278	247	315	331	347	362	376	390	401	416
12	193	216	236	255	272	288	304	318	332	345	358	370	382
13	178	199	218	235	251	266	280	294	306	319	330	341	352
14	165	185	202	218	233	247	260	271	284	296	307	317	327
15	155	173	189	204	218	231	243	254	266	278	288	291	305

INFLUENCE OF ALTITUDE ON EFFICIENCY OF COMPRESSORS

Altitude, Feet	Barometric Pressure		Volumetric Efficiency of Compressors, Per Cent Sea-level = 100	Loss of Capacity, Per Cent	Decreased Power Required, Per Cent.
	Inches Mercury	Pounds per Square Inch			
1,000	28 88	14 20	97	3	1 8
2,000	27 80	13 67	93	7	3 5
3,000	26 76	13 16	90	10	5 2
4,000	25 76	12 67	87	13	6 9
5,000	24 79	12 20	84	16	8 5
6,000	23 86	11 73	81	19	10 1
7,000	22 97	11 30	78	22	11 6
8,000	22 11	10 87	76	24	13 1
9,000	21 29	10 46	73	27	44 6
10,000	20 49	10 07	70	30	16 1
11,000	19 72	9 70	68	32	17 6
12,000	18 98	9 34	65	35	19 1
13,000	18 27	8 98	83	37	20 6
14,000	17 59	8 65	60	40	22 1
15,000	16 93	8 32	58	42	23 5

The National Tube Co. has compiled the following table:

HORSE-POWER REQUIRED TO COMPRESS 100 CUBIC FEET FREE AIR FROM ATMOSPHERIC TO VARIOUS PRESSURES

Gage Pressure, Pounds per Sq In	One-stage Compression, D H P	Gage Pressure, Pounds per Sq In	Two-stage Compression, D H P	Four-stage Compression, D H P.
10	3 80	60	11 70	10 80
15	5 03	80	13 70	12 50
20	6 28	100	15 40	14 20
25	7 42	200	21 20	18.75
30	8 47	300	24 50	21.80
35	9 42	400	27 70	24.00
40	10 30	500	29 75	25 90
45	11 14	600	31 70	27 50
50	11 90	700	33 50	28 90
55	12 67	800	34 90	30 00
60	13 41	900	36 30	31 00
70	14 72	1000	37 80	31 80
80	15 94	1200	39 70	33 30
90	17 06	1600	43 00	35.65
100	18 15	2000	45 50	37 80
		2500		39 06
		3000		40 15

D H P = delivered horse-power at compressor cylinder

Another table is as follows:

HORSE-POWER DEVELOPED IN COMPRESSING ONE CUBIC FOOT OF FREE AIR FROM ATMOSPHERIC PRESSURE (14.7 POUNDS) TO VARIOUS GAGE PRESSURES

Initial Temperature of the Air in Each Cylinder Taken as 60° F.
(Jacket Cooling Not Considered)

Gage Pressure	Isothermal Compression	Adiabatic Compression.			
		One Stage	Two Stage.	Three Stage.	Four Stage.
10	0 0332	0 0358			
20	0 0551	0 0623			
30	0 0713	0 0842			
40	0 0842	0 1026			
50	0 0950	0 1167			
60	0 1042	0 1331			
70	0 1122	0 1465	0 128	0 122	0 119
80	0 1194	0 1585	0 137	0 131	0 127
90	0 1258	0 1695	0 146	0 139	0.135
100	0 1317	0 1800	0 154	0 146	0.142
125	0 1443	0 2036	0 171	0 161	0.157
150	0 1549	0 2244	0 186	0 174	0 169
200	0 1719	0 2600	0 210	0 196	0 190
300	0 1964	0 3164	0 247	0 229	0.220
400	0 2141	0 3613	0 276	0 253	0.242
500	0 2279	0 3889	0 299	0 272	0 260
600	0 2393	0 4318	0 318	0 288	0 275
700	0 2489	0 4608	0 335	0 302	0 289
800	0 2573	0 4873	0 349	0 314	0.299
900	0 2649	0 5114	0 363	0 325	0.310
1000	0 2720	0 5337	0 375	0 335	0 318
1200	0 2820	0 5742	0 397	0 353	0.333
1400	0 2924	0 6102	0 414	0 368	0.347
1600	0 3012	0 6427	0 432	0 381	0.359
1800	0 3087	0 6724	0 447	0 393	0 369
2000	0 3154	0 7003	0 460	0 403	0.379

NOTE.—The above values are for sea-level conditions only

The loss in delivery of power in compressed air and gas (approximately) for single-stage compression will average perhaps 30 per cent, while that of two-stage compression will perhaps not exceed 17 per cent., while four-stage compression reduces the transmission loss to about 8 per cent.; as a stand-off against this economy, of course, is the additional initial power necessary to overcome the resistance and friction caused by additional valves, ports, coolers, etc., which may require an increase of from 10 to 15 per cent.

There is also a reduction of the unit strain upon the apparatus, all depending largely, however, for its efficiency upon the details

PRESSURE AND VOLUME OF COMPRESSED AIR (SHONE)

Pressure above Atmosphere			Comparative Volume of Air after Compression Initial Volume=1		Temperature by Adiabatic Compression, that of the Free Air being 60° F	Rate of Compression Isothermally	Average Load against Compressing Piston, per Square Inch	
			Isothermally	Adiabatically			Isothermally	Adiabatically
Lbs per Sq In	Inches of Mercury	Feet of Water	Volume	Volume	Fahr	Compression	Load	Load
1	2 041	2 31	0 936	0 954	70 04	1 0680	0 967	0 976
2	4 082	4 61	0 880	0 913	79 64	1 1361	1 876	1 910
3	6 123	6 92	0 831	0 876	88 84	1 2041	2 730	2 805
4	8 164	9 23	0 786	0 843	97 68	1 2721	3 538	3 664
5	10 205	11 54	0 746	0 812	106 18	1 3401	5 303	4 491
6	12 246	13 84	0 710	0 784	114 39	1 4081	5 031	5 288
7	14 287	16 15	0 677	0 758	122 32	1 4762	5 725	6 060
8	16 328	18 46	0 648	0 735	129 99	1 5442	6 387	6 806
9	18 369	20 76	0 620	0 713	137 43	1 6122	7 024	7 529
10	20 410	23 07	0 595	0 692	144 65	1 6803	7 629	6 232
11	22 451	25 38	0 572	0 673	151 66	1 7483	8 212	8 914
12	24 492	27 68	0 551	0 655	158 48	1 8164	8 774	9 578
13	26 533	29 99	0 531	0 638	165 13	1 8844	9 315	10 224
14	28 574	32 30	0 512	0 622	171 60	1 9524	9 836	10 854
15	30 615	34 61	0 495	0 607	177 92	2 0204	10 338	11 468
16	32 656	36 01	0 479	0 593	184 09	2 0884	10 825	12 068
17	34 697	39 22	0 464	0 579	190 11	2 1565	11 297	12 654
18	36 738	41 53	0 450	0 567	196 01	2 2245	11 753	13 227
19	38 779	43 84	0 436	0 555	201 77	2 2925	12 193	13 788
20	40 820	46 14	0 421	0 544	207 42	2 3605	12 623	14 337
21	42 561	48 45	0 412	0 533	212 95	2 4286	13 044	14 875
22	44 902	50 75	0 401	0 522	218 37	2 4966	13 450	15 403
23	46 043	53 06	0 390	0 512	223 69	2 5646	13 844	13 921
24	48 984	55 37	0 380	0 503	228 91	2 6327	14 230	16 429
25	51 025	57 68	0 370	0 491	234 03	2 7007	14 604	16 927
26	53 066	59 98	0 361	0 483	239 07	2 7687	14 070	17 419
27	55 107	62 29	0 353	0 477	244 02	2 8367	15 327	17 898
28	57 148	64 60	0 344	0 469	248 88	2 9048	15 676	18 371
29	59 189	66 90	0 336	0 461	253 66	2 9728	16 016	18 837
30	61 230	69 21	0 329	0 454	258 37	3 0408	16 348	19 294
31	63 271	71 52	0 322	0 447	263 00	3 1088	16 673	19 745
32	65 312	73 82	0 315	0 440	267 56	3 1769	16 992	20 190
33	67 353	76 13	0 308	0 434	272 05	3 2449	17 303	20 626
34	69 394	78 44	0 302	0 427	276 48	3 3129	17 608	21 056
35	71 435	60 75	0 296	0 421	280 84	3 3810	17 907	21.480
36	73 476	83 05	0 290	0 415	285 14	3 4490	18 200	21 899
37	75 517	85 36	0 284	0 409	289 38	3 5170	18 487	22 312
38	77 558	87 67	0 279	0 404	293 56	3 5850	18 768	22 718
39	79 599	89 97	0 274	0 399	297 68	3 6531	19 045	23.121
40	81 640	92 28	0 269	0 393	301 75	3 7211	19 316	23 516
41	83 681	94 59	0 264	0 388	305 77	3 7891	19 581	23 908
42	85 722	96 89	0 259	0 383	309 74	3 8571	19 844	24.293
43	87 763	99 20	0 255	0 379	313 66	3 9252	20 101	24 675
44	89 801	101 51	0 250	0 374	317 53	3 9932	20 353	25 052
45	91 845	103 82	0 246	0 370	321 36	4 0612	20 602	25.424
46	93 886	106 12	0 242	0 365	325 13	4 1293	20 846	25 729
47	95 927	108 43	0 238	0 361	328 87	4 1973	21 086	26.155
48	97 968	110 74	0 234	0 357	332 56	4 2653	21 323	26 515
49	100 009	113 04	0 231	0 353	336 21	4 3333	21.555	26.870
50	102 050	115 35	0 227	0 349	339 82	4 4014	21.784	27.221

of design. For low pressures the saving acquired is hardly justified by the multiplication of cylinders and the losses attendant upon the operation of numerous additional parts. Best practice recommends the use of the single-stage compressor up to 70 or 100 lbs, above that amount (preferably 75 lbs.) the use of the compound (two-, three-, or four-stage type compressor).

Of course, as beforesaid, these matters are largely a matter of design, the theory being that the ratios of the cylinders should be such that the final temperatures and M.E.P. in each cylinder should be identical, thereby effecting an equal distribution of the work throughout

LOSS OF WORK DUE TO HEAT IN COMPRESSING AIR FROM ATMOSPHERIC PRESSURE TO VARIOUS GAGE PRESSURES BY SIMPLE AND COMPOUND COMPRESSION

(Air in Each Cylinder Initial Temperature, 60° F.)

Gage Pressure	One Stage		Two Stage		Three Stage		Four Stage	
	Percentage of Work Lost in Terms of							
	Isothermal Compression	Adiabatic Compression	Isothermal Compression	Adiabatic Compression	Isothermal Compression	Adiabatic Compression	Isothermal Compression	Adiabatic Compression
60	20.9	23.0	13.4	11.8	8.6	7.9	4.7	4.5
70	30.6	23.4	14.1	12.4	8.7	8.0	6.1	5.7
80	32.7	24.6	14.7	12.8	9.7	8.9	6.4	6.0
90	34.7	25.8	16.1	13.8	10.5	9.5	7.3	6.8
100	36.7	26.8	16.9	14.5	10.9	9.8	7.8	7.3
125	41.1	29.2	18.5	15.6	11.6	10.4	8.5	8.1
150	44.8	30.9	20.1	16.7	12.3	10.9	9.1	8.4
200	51.2	33.9	22.2	18.1	14.0	12.3	10.5	9.5
300	61.2	37.9	25.7	20.5	16.6	14.2	12.0	10.7
400	68.7	40.7	28.0	22.4	18.2	15.4	13.1	11.5
500	70.6	41.4	31.2	23.8	19.3	16.2	14.1	12.3
600	80.4	44.5	32.8	24.7	20.4	16.9	14.9	13.0
700	85.0	46.0	34.6	25.7	21.3	17.6	16.1	13.8
800	89.5	47.2	35.7	26.3	22.0	18.1	16.2	13.9
900	93.0	48.2	37.1	27.0	22.6	18.5	16.6	14.4
1000	96.1	49.0	37.9	27.5	23.2	18.8	16.9	14.5
1200	102.8	50.7	40.3	28.8	24.8	19.9	17.7	15.0
1400	108.6	52.0	41.5	29.3	25.9	20.5	18.6	15.7
1600	113.1	53.1	43.5	30.3	26.5	20.9	19.2	16.1
1800	117.5	54.0	41.8	31.0	27.3	21.2	19.6	16.4
2000	122.0	55.0	45.8	31.1	27.5	21.5	19.9	16.5

The following are a few of the formulas used by the B. F. Sturtevant Manufacturing Company, large makers of blowers, exhausters, fans, etc for calculating horse-power requisite for the compression of various quantities of air under various conditions:

(1) $$\text{H.P} = \frac{VPl_e\left(\frac{P_1}{P}\right)}{33{,}000};$$

(2) $$\text{H P.} = \frac{VP\left(\frac{P_1}{P}\right)^{\frac{1}{3}}-1}{11{,}000},$$

(3) $$\text{H P} = \frac{V(P_1 - P)}{33{,}000},$$

(4) $$\text{H P} = \frac{\text{lbs per sq in} \times V}{200},$$

where V = volume of free air in cubic feet per minute;

P = pressure of the atmosphere or suction pressure (absolute) in lbs per sq ft,

P_1 = pressure of compression (absolute) in lbs. per sq. ft.

Of the above, formula (1) is principally used when the H.P. required is for air which is cooled during compression, as in ordinary compressor practice

Formula (2) when the air is assumed to be compressed so quickly that it does not return to atmospheric temperature. This is the usual case in all blower work

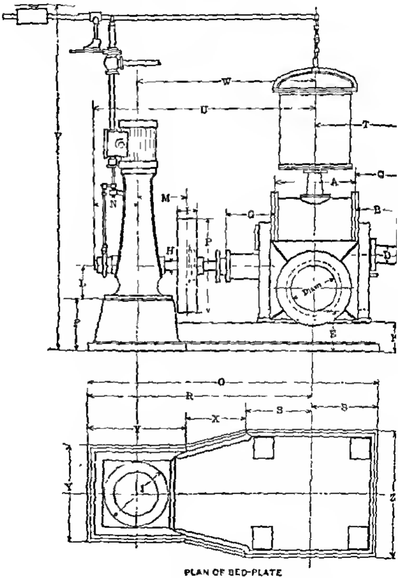
Formula (3) is generally known as the "hydraulic" formula, and in common practice is rarely used above five ounces to half a pound

Formula (4) is usually adopted in the case of positive compressors, etc, no allowance being made in this formula for "slip," the calculation being "net"

DIRECT-CONNECTED EXHAUSTERS, Nos 1 to 8 (Inclusiv

ISBELL-PORTER CO, NEWARK, N J.

(For data see page 111.)

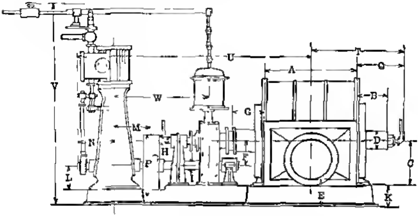


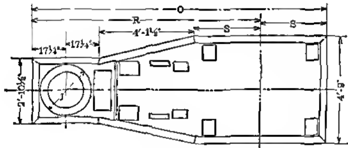
PLAN OF BED-PLATE

GEARED COMBINATION EXHAUSTERS, Nos 7 to 12 (Inclusive).

ISBELL-PORTER CO , NEW YORK AND NEWARK, N. J

(For data see page 111)



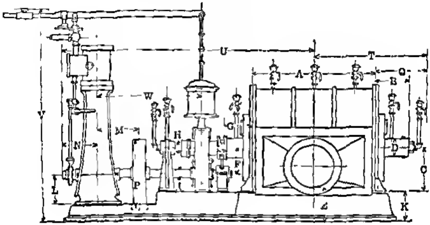


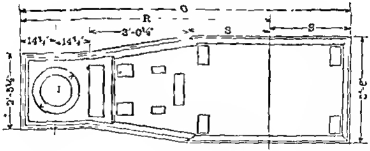
PLAN OF BED-PLATE

COMBINATION EXHAUSTERS, Nos 13 TO 15 (Inclusive).

ISBELL-PORTER CO. NEWARK, N. J.

(For data see page 111.)





PLAN OF BED-PLATE

DIRECT-CONNECTED EXHAUSTERS, Nos 1 to 8 (Inclusive).

No	Displacement in Cu Ft per Hr.		Size of Engine	No of Blades	Length Over Reducers	Diam of Shell	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
			In		In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In.
1	16930	at 125 R P M	3¾ × [illegible]	3	37	22½	11	8 11/16	14 3/16	3	8½	10½	10½	2 1/16	3¼	12¾	6	7	10½	10	58	22	10½	16½	11½	16	16	72	36	11	21	28
2	21130		3¾ × [illegible]	3	37	22½	14	8 11/16	14 3/16	3	8½	10½	10½	2 1/16	3¼	12¾	6	7	10½	10	61	22	10½	18	13	17½	17½	72	37½	14	21	28
3	26250		4 × 6	3	37	22½	17	8 11/16	14 3/16	3	8½	11½	10½	2 1/16	3¼	14	6	6½	10½	10	61	22	10½	19½	14½	19	20	72	39	14	21	28
4	30900		5 × 6	3	37	22½	20	8 11/16	14 3/16	3	8½	11½	10½	2 1/16	3¼	14	6	6½	10½	11	67	22	10½	31	16	20½	31	72	40½	14	21	28
5	35600		5 × 6	3	37	22½	23	8 11/16	14 3/16	3	8½	11½	10½	2 1/16	3¼	14	6	6½	10½	11	72	22	10½	33½	18½	23	34	72	43	14	21	28
7	78400	110 R P M	7½ × 8	3	52	34½	20	11¼	21½	4½	9½	14½	11 1/16	2¼	3¾	18	7½	9½	13	14	73	32	13½	58½	16½	23½	37	90	45	13	26¼	35½
8	107900		8 × 8	3	52	34½	27	11¼	21½	4½	9½	14½	11 1/16	2¼	4¾	18	7½	9½	13	14	82	32	13½	61½	20½	26½	62½	90	48½	16	26¼	35½

GEARED COMBINATION EXHAUSTERS Nos 7 to 12 (Inclusive)

No	Displacement per Hour at 110 R P M	Size of Engine	No of Blades	Gears, 4 D P	Length over Reducers	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
		In		In		In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In.
7	78100	7 × 7	3	12 P D / 8 P D	5 ft 11½ in	20	13 3/16	16¼	7	13 3/16	10	11 3/16	2¼	2¾	18	11½	9½	16	14	102	27	20	84	18	70	83½	72	40
8	105000	7 × 7	3			27	13 3/16	16¼	7	13 3/16	10	11 3/16	2¼	2¾	18	11½	9½	16	11	109	27	20	87½	21½	33½	86½	72	40
9	133300	7½ × 8	3			34	13 3/16	16¼	7	13 3/16	10	11 3/16	2¼	2¾	18	11½	9½	16	14	116	27	20	91	27	37	90½	72	40
10	156800	7½ × 8	3	"		40	13 3/16	16¼	7	13 3/16	10	11 3/16	2¼	2¾	18	11½	9½	16	14	122	27	20	94	29	40	93½	72	40
11	184300	9 × 9	3			47	13 3/16	16¼	7	13 3/16	10	11 3/16	2¼	3	21¼	11½	12	16	17	129	27	20	97½	31½	43½	99½	78	40
12	211700	9 × 9	3	"		54	13 3/16	16¼	7	13 3/16	10	11 3/16	2¼	3	21¼	11½	12	16	17	136	27	20	101	35	47	103½	78	40

COMBINATION EXHAUSTERS Nos 13 to 15 (Inclusive)

No	Displacement per Hour at 100 R P M	Size of Engine	No of Blades	Gears, 4 D P	Length over Reducers	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
		In		In		In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In.
13	210000	9 × 9	3	17 P D / 8 P D	7 ft	36	15¾	23¼	9	12½	12½	16¾	3 3/16	3	22	10½	12	19	17	141	32	24	112½	28½	42	112½	84	49
14	232000	10 × 12	3	16 P D / 9 P D		42	15¾	23¼	9	12½	12½	16¾	3 3/16	3	20½	10½	12½	19	17	147	32	24	115½	31½	45	115½	90	49
15	288000	10 × 12	3	"		48	15¾	23¼	9	12½	12½	16¾	3 3/16	4	26½	10½	12½	19	20	153	32	24	118½	34½	48	121½	99	49

CHAPTER IX.

STATION-METERS.

Sizes.—Perhaps one of the most radical improvements in connection with machinery about the works which has presented itself within many years is the introduction of the Hinman drum in station-meters The advantage of this drum is that it increases largely the capacity of the meter without increasing its cost or bulk.

CAPACITY OF STATION-METERS (OLD TYPE).

Feet	Cu Ft per Hr.
3 × 3	1,250
3 5× 3 5	2,175
4 × 4	3,400
4 5× 4 5	5,000
5 × 5	6,800
5 5× 5 5	8,650
6 × 6	10,800
6 5× 6 5	13,000
7 × 7	16,700
7 5× 7.5	19,300
8 × 8	21,857
8 5× 8 5	25,000
9 × 9	28,650
9 5× 9.5	32,300
10 ×10	36,450
10 5×10 5	41,700
11 ×11	46,875
11.5×11 5	52,000
12 ×12	62,500

The following are the capacities of station-meters of the Hinman drum type, as manufactured by the American Meter Company:

CAPACITY OF STATION-METERS (HINMAN DRUM TYPE).

Feet	Cu Ft per Hr.
6 ×6	22,000
6 5×6 5	25,750
7 ×7	30,000
7 5×7 5	35,000
8 ×8	40,000
9 ×9	52,000

Connections.—A station-meter should be thoroughly cleaned at least twice a year, and should be tested for accuracy as often as cleaned. Fig. 22 shows the proper connections for proving a

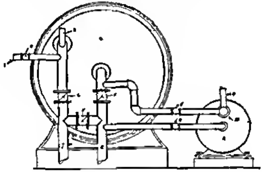


FIG. 22.—Connections for Proving Station-meter.

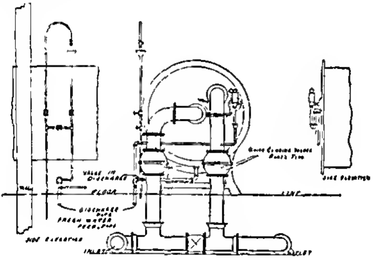
station-meter. The test-meter should be, say, a 60-light meter recently proved on the regular shop meter-prover, and should be connected in as a shunt by-passing the inlet-valve on the station-meter. At least 400 feet of gas should be passed, and the adjustment made by changing the station-meter water-line The bearings of the meter should at all times be carefully oiled, especially in case of the Hinman type, which revolves much faster than the old-style meter.

While the proving meter is attached, the outlet-valve of the meter should be closed. Should the index of the proving meter move, a leakage will be indicated in the shell and connection of the meter. Should the index of the prover move and that of the station-meter remain stationary, it would indicate a leakage through the drum of the meter. Great care must be taken, however, as to the tightness of the valves or leaks in the connections.

The accompanying sketch (Fig 23) shows the by-pass connection of the station-meter, which should be invariably used

in connecting in the meter with the mains. By opening the valve on the main run of pipe and closing the valve on the risers, the meter is by-passed, while by closing the valve on the main run and opening the valves on the risers, the meter is thrown into service

It will be found of advantage to use valves for this service of the quick-opening type, especially when the sizes of the connections are under 13 in. Such valves are manufactured by the P. H & F M Roots Mfg Co The advantage to be obtained by these valves is the extreme rapidity with which they can be worked in throwing in and out the by-pass, and the saving of labor entailed by the old screw-type of valve. Not only the



PIPE CONNECVTION FOR STATION METERS

FIG. 24 —Rear End and Side View of Station-meter.

meter but the exhauster should also be by-passed after the manner elsewhere described, and there should be a by-pass between the inlet and the outlet of the storage-holder, in addition to which the works connection should be so flexible as to form almost any by-pass combination. For example, there should be a connection *from the works dis-*
town from the outle
through the purifyin
tion of any holder
tion of flow through almost any section of the works yard-connections.

Volume Correction.—A thermometer should be so attached to every station-meter as to indicate the temperature of gas on the inlet, the volume of which should be corrected to a standard temperature of 60° F. and a pressure of 30 in of mercury, a table being used for this purpose which is based upon the following formula:

$$V = \frac{17.64(h-a)v}{(460+t)},$$

where V = the corrected volume at 60° and 30 in.;
v = the volume observed at a temperature of $t°$ and h in;
h = barometer pressure, inches of mercury observed,
a = the tabular tension of aqueous vapor at $t°$

This formula may be expressed as follows: The corrected volume of a gas saturated with water-vapor at the standard conditions of 60° F. and 30 in barometric pressure is equal to the observed volume multiplied by 17.64 times the difference between the observed barometric pressure and the tension of water-vapor at the observed temperature and divided by the sum of 460 plus the observed temperature in Fahr degrees The tension of water-vapor for the observed temperature must be found from the table giving the tensions for the different temperatures.

The formula is derived in the following manner·

Representing the volume at 60° F. and 30 in pressure by V, and that of the same mass of gas at any other temperature t and any other pressure h by v, we can form the laws governing the change of volume of gases under the influence of changes in temperature and pressure, and derive the required formula for dry gases. Since the volume varies inversely as the pressure, the product obtained by multiplying the volume at any pressure by that pressure is equal to the product obtained by multiplying the volume of the same mass of gas at any other pressure by the corresponding pressure, and we have

$$30V = hv, \quad \text{or} \quad V = \frac{h}{30}v$$

Gases expand or contract $\frac{1}{492}$ part of their volume at 32° F. for each change in temperature of 1° F, hence the effect of temperature is shown by the equation $460+t=520$ for 60°, since t is the number of degrees above 0; therefore $460+t$ is equal to 492 at freezing-point or 32° F, while 520 is the number of parts to

which 492 parts at 32° will have expanded when the temperature is raised to 60°. From this we obtain

$$V=\frac{520v}{460+t}.$$

Combining these two equations, we have for dry gases

$$V=\frac{520vh}{30(460+t)};$$

that is, the volume corrected to the standard conditions of 60° F. and a pressure of 30 in. of mercury is equal to the observed volume multiplied by the observed pressure in inches of mercury multiplied by 520 and divided by 30 times the sum of 460 plus the observed temperature.

The correction for moisture depends on the fact that a gas saturated with water-vapor, as will be a gas in contact with water, will, under the same conditions of temperature and pressure, always contain the same quantity of water-vapor. This vapor exerts a certain pressure, which increases with the temperature and is proportional to the amount of vapor present. The pressure so exerted has been determined in inches of mercury for each degree of temperature. To correct for the presence of moisture in a gas saturated with water-vapor it is necessary to deduct the pressure due to the tension of this vapor from the observed barometric pressure, since this barometric pressure is resisted partly by the pressure of the water-vapor and partly by that of the gas, and therefore the pressure exerted on the gas will be really only the difference between the barometric pressure and the pressure due to the tension of the water-vapor. Calling this tension of water-vapor a and taking its value at the temperature of 60° (0.518) to deduct from the standard barometric pressure of 30 in., we have for the formula for reducing the volume of gas saturated with water-vapor observed at any temperature and pressure to that of gas saturated with water-vapor at 60° and 30 in.,

$$V=\frac{(h-a)520v}{(30-0.518)(460+t)}=\frac{(h-a)520v}{29.482(460+t)};$$

or dividing both numerator and denominator of the fraction by 29.482, we get

$$V=\frac{17.64(h-a)v}{460+t}.$$

Standard Unit of Volume.—Some investigation on the part of the writer has revealed the astonishing fact that there is no universally established standard in the United States to which station-meter registrations are corrected, that any number of standards of an arbitrary nature exist, the most common being the average pressure and temperature at which gas is distributed to the consumer's meter, this being for the sake of checking up with the sum total of the said meters, the difference being balanced by the item of "gas unaccounted for," covering shrinkage, leakage, and non-registering of meters.

As, however, the standard pressure throughout the country varies very widely, this will not prove a satisfactory basis for the comparisor
fore suggests tl
urements, the
noted, the other the universal standard for gas comparison measurements of 60 deg. F. and 29.7 or, usually, 30 in. barometric pressure.

It is scarcely necessary to lay further emphasis upon the advantage of having these two standards of comparison universally adopted, for only by some such means can any uniformity of results or exactness of data be obtained. The latter or atmospheric standard is now universally in vogue in light measurements and standard photometry.

The writer further suggests that the *temperature* in both equations for measurement should be taken from the gas itself, and not the station atmosphere, as, in small or large works where the storage capacity is limited, the gas is frequently forced through the meter not only under extraordinary pressure but at

upon manufacture, due, for example, to such details as the ratio between condensing capacity and amount of gas manufactured, this being inverse, as well as the actual atmospheric temperature.

In order to avoid any possible difference in the conditions, or bases of comparison of manufacturing results, measurement, or data, the writer strongly urges that all such figures be generally understood, without further particularization, as being based upon the universal standard of 30 in barometric pressure and 60 deg F.

Roughly speaking, all gases expand nearly 1 per cent for every 5 degrees rise in temperature The volume of the gas varies di-

which 492 parts at 32° will have expanded when the temperature is raised to 60°. From this we obtain

$$V=\frac{520v}{460+t}.$$

Combining these two equations, we have for dry gases

$$V=\frac{520vh}{30(460+t)};$$

that is, the volume corrected to the standard conditions of 60° F. and a pressure of 30 in. of mercury is equal to the observed volume multiplied by the observed pressure in inches of mercury multiplied by 520 and divided by 30 times the sum of 460 plus the observed temperature.

The correction for moisture depends on the fact that a gas saturated with water-vapor, as will be a gas in contact with water, will, under the same conditions of temperature and pressure, always contain the same quantity of water-vapor. This vapor exerts a certain pressure, which increases with the temperature and is proportional to the amount of vapor present. The pressure so exerted has been determined in inches of mercury for each degree of temperature. To correct for the presence of moisture in a gas saturated with water-vapor it is necessary to deduct the pressure due to the tension of this vapor from the observed barometric pressure, since this barometric pressure is resisted partly by the pressure of the water-vapor and partly by that of the gas, and therefore the pressure exerted on the gas will be really only the difference between the barometric pressure and the pressure due to the tension of the water-vapor. Calling this tension of water-vapor a and taking its value at the temperature of 60° (0.518) to deduct from the standard barometric pressure of 30 in., w

saturated v

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The writer further suggests that the *temperature* in both equations for measurement should be taken from the gas itself, and not the station atmosphere, as, in small or large works where the storage capacity is limited, the gas is frequently forced through the meter not only under extraordinary pressure but at a high degree of temperature.

It will now be seen that under such conditions there can be no uniform comparison of measurements, as they will vary at different seasons of the year, by reason of both temperature and demand upon manufacture, due, for example, to such details as the ratio between condensing capacity and amount of gas manufactured this being inverse, as well as the actual atmospheric tempera[illegible]ture.

In order to avoid any possible difference in the conditions [illegible] bases of comparison of manufacturing results, measurement [illegible] data, the writer strongly urges that all such figures be [illegible] understood, without further particularization, as being [illegible] upon the universal standard of 30 in barometric pressure [illegible] 60 deg F.

Roughly speaking, all gases expand nearly 1 per cent [illegible] 5 degrees rise in temperature The volume of the [illegible]

rectly as the absolute temperature, and inversely as the absolute pressure.

One of the most convenient ways for correcting the station-meter measurement of gas for pressure, where the pressure is exerted by the weight of the holder (which is approximately constant), is to set the station-meter a sufficient amount fast to compensate for this difference. This method, however, has its drawbacks; one, for example, being where it is necessary to reduce the reading to average pressure and temperature of distribution for the purpose of balancing up and checking consumers' meters, gas unaccounted for, etc. It is perhaps better to convert the holder pressure, usually in inches of water, to inches of mercury, by the use of coefficient 0.0735 inch and correcting by use of the table elsewhere given.

Operation Hints.—There should be a pressure-gage on the inlet and one on the outlet of the station-meter, the difference in their registration forming the differential pressure. This should in no instance exceed 1.5 in., *a greater resistance indicating that* the meter is forced. The valves on the pressure-gages, as well as on the water-line, should be opened and closed occasionally, and if much dirt collects on the glass of the gages, the valves should remain open only just wide enough to admit the pressure, thus excluding a certain amount of dirt and lessening the rapidity of circulation. It will also prevent excessive fluctuation of the meniscus in the gage-glass. The stream of water which is fed to the meter should be just sufficient to keep a correct water-level, the discharge-pipe on the overflow just dripping. The overflow-gage on the rear head of the meter is intended to show that the water in the drum is at its proper level. Care should be taken that its opening and connections should at all times be free of obstruction, as upon this depends the accuracy of the meter. The top of the overflow-gage should be connected to the inlet-pipe of the meter only, and the bottom should be trapped close to the gage. This trap should be allowed to discharge through a funnel and should not in any way be connected to any waste-pipe or sewer, as such an arrangement is liable to siphon the water from the meter.

The index of the meter should be kept clean and occasionally oiled with some high-grade clock-oil. The train of gears may be occasionally greased with a little tallow or graphite, as should the spindle running through the front head of the meter, around which the packing should be changed whenever it becomes hard. This packing may consist of leather washers, yarn, tallow, or graphite.

At times a grinding or pounding noise may be heard inside

the meter, especially during maximum load This may occur from a break or buckle in the plates of the drum, the drum-centers being loose on the shaft, or from lost motion on the part of the shaft in a worn journal, or from the grinding of the drum due to thrust on the part of the shaft.

As before stated, when the station-meter is tested the water-line should be carefully established, and a bench-mark placed upon the meter-case This being done, a daily inspection should approve the conformity of the meniscus in the water-gage to such mark. This mark should be invariably located after the final establishment of the meter, instead of relying upon the shop-mark usually placed by the manufacturer

One method of correcting meter measurement for holder pressure is to connect a U gage on the inlet of the meter and fill it with mercury The reading of this gage may be added to that of the barometer and the sum of their readings compared with a table for correction.

ROTARY METERS

The Rotary Meter Co of New York City have recently placed upon the market a form of station-meter which, although invented by Mr. Thomas Thorp, the pioneer of the "slot meter," some years since, and well known for some time in English works, is new to the American market.

The principle of the meter, which is illustrated by Fig 24, is that of the anemometer, and it is adapted at high or low pressure to air, natural or any and all forms of manufactured gas

The safe working pressure of these meters is up to 150 lbs, and they are arranged in the case of high pressure to compensate, the reading being mechanically corrected to indicate the flow of gas at atmospheric pressure

The minimum measuring capacity of these meters is one-tenth that of the maximum capacity, the meter registering accurately only between these limits

The chief claims for this type of meter are its small size (one-tenth the bulk of the old type station-meter), low cost (one-half

under the old arrangement.

In this connection the same company are getting out a small consumer's meter (see Fig. 25), which is known in England as a "rebate meter" by reason of its use for determining the amount

of gas used by the consumer for other than illuminating purposes, upon which special concessions were made. It is likely that the

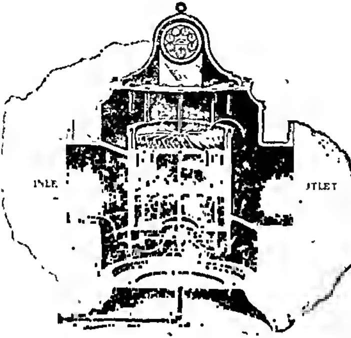

FIG. 24 —Section of Rotary Station meter

use of such meters, connected directly upon the gas-burning appliance and continually beneath the eye of the consumer, will in the future materially increase economy in operation.

ROTARY STATION-METERS

No	Cu. Ft per Hr., Minimum Capacity	Cu. Ft per Hr., Maximum Capacity	Dimensions in Inches						Weight, Pounds.
			A	B	C	D	E	F	
1	150	1,500	13½	9	1½	7½	3	5½	62
2	350	3,500	16	13	9½	9½	4	10	166
3	500	5,000	21	21	12½	14½	6	12	380
4	750	7,500	28	21	16	10½	8	15½	500
5	1,000	10,000	32	21	18	18	10	18	901
6	1,500	15,000	3[illegible]½	28	20½	21	12	20½	968
7	3,000	30,000	49	37	25	26	15	23	1,018
8	4,500	45,000	60	50	29	32	20	29	2,[illegible]
9	6,000	60,000	72	54	36	40½	21	33	4,533
10	10,000	100,000	[illegible]	72	36	1[illegible]½	30	39	7,0[illegible]5

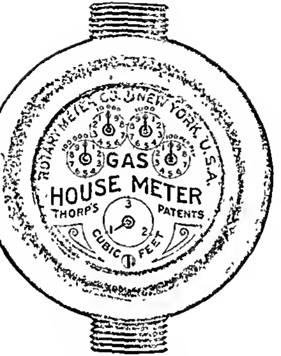

FIG 25.—Dial of Rotary Meter.

CHAPTER X.

HOLDERS.

All holders should be periodically inspected for leaks, both gas and water The crown sheets of holders are so constructed with calking edges as to be, in most instances, readily repaired. For leaks in the holder-tank a daily scattering on the surface of the water of a mixture of half Portland cement and half very fine coke ashes, say generator screenings, will be found to take up the majority of small leaks

The carriages of all holders should be frequently inspected, and immediately adjacent to them should be outlets and connections for steam-hose, having steam connection with the works. This steam should also be connected to the drips.

Pressure.—In case it is necessary to increase the gas pressure upon the town, it is frequently necessary to weight the holder. The writer has found for this purpose old railroad T rails (60-ft. lengths) or I beams and channel-bars to be excellent, inasmuch as they give an even distribution of weight over a considerable surface and are easily handled, besides which, using them as units, an equal balance of weight can be effected by placing them radially to the center of the holder.

A table of the weights of gas-holders in pounds for every one-tenth of an inch maximum pressure required, from 20 to 200 ft. in diameter, is given on page 123

Holder Pressure.—To obtain the pressure which a gas-holder will throw, take the weight of holder in pounds, divide by the diameter squared, multiply by 0.4091, which will equal the pressure thrown in tenths of an inch, or

$$P = \frac{W}{5.21A}.$$

The relief-holder acts largely as a governor in producing an even flow of gas from the cupolas through the purifying apparatus and, therefore, is an indispensable adjunct to water-gas equipment. As the flow of gas is intermittent from the machines,

the relief-holder serves as an equalizer, enabling the gas to flow in a continuous stream from its outlet, varying but slightly from one period to another.

WEIGHTING OF GAS-HOLDERS

Diameter of Gas-holder in Feet	Weights in Lbs for each 0 1 of an Inch Gas Pressure	Diameter of Gas-holder in Feet	Weights in Lbs for each 0 1 of an Inch Gas Pressure	Diameter of Gas-holder in Feet	Weights in Lbs for each 0 1 of an Inch Gas Pressure
20	164	64	1,676	108	4,772
21	181	65	1,729	109	4,861
22	198	66	1,782	110	4,950
23	217	67	1,837	111	5,041
24	236	68	1,892	112	5,132
25	256	69	1,948	113	5,224
26	277	70	2,005	114	5,317
27	298	71	2,062	115	5,410
28	321	72	2,121	116	5,505
29	344	73	2,180	117	5,630
30	368	74	2,240	118	5,696
31	393	75	2,301	119	5,793
32	419	76	2,363	120	5,891
33	446	77	2,426	121	5,990
34	473	78	2,489	122	6,089
35	501	79	2,553	123	6,189
36	530	80	2,618	124	6,290
37	560	81	2,684	125	6,392
38	591	82	2,751	126	6,495
39	622	83	2,818	127	6,598
40	655	84	2,887	128	6,703
41	688	85	2,956	129	6,808
42	722	86	3,026	130	6,914
43	757	87	3,097	131	7,021
44	792	88	3,168	132	7,128
45	828	89	3,241	133	7,237
46	866	90	3,314	134	7,346
47	904	91	3,388	135	7,456
48	943	92	3,463	136	7,567
49	982	93	3,538	137	7,678
50	1,023	94	3,615	138	7,791
51	1,064	95	3,692	139	7,904
52	1,106	96	3,770	140	8,018
53	1,149	97	3,849	141	8,133
54	1,193	98	3,929	142	8,249
55	1,239	99	4,010	143	8,366
56	1,283	100	4,091	144	8,483
57	1,329	101	4,173	145	8,601
58	1,376	102	4,256	146	8,720
59	1,424	103	4,340	147	8,840
60	1,473	104	4,425	148	8,961
61	1,522	105	4,510	149	9,083
62	1,573	106	4,597	150	9,205
63	1,624	107	4,684	200	16,364

Freezing of Tanks.—The freezing up of holders is a problem requiring a good deal of attention during the colder months of the year, and all holders should be fitted at frequent points with connections for steam-hose, and a main steam-line should be connected with the works and these outlets for instant service. A good form of steam-jet is proposed by the gas educational trustees of the American Gaslight Association, a cut of which, slightly modified, is herewith inserted (Fig. 26). The only fittings needed are a 1-in T and a ¾-in ×1-in. (or better a ½-in.×1-in.) bushing. Into one of the openings screws a ¾-in. steam-pipe threaded on the inside, into which has been screwed a plug, in the center

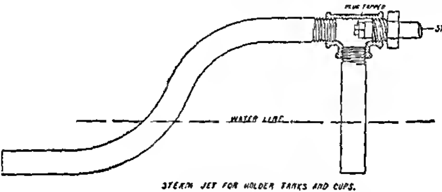

Fig 26.—Position of Circulation Jet for Water in Tanks.

of which has been drilled a hole; this plug should project a little past the center of the T. A piece of 1-in pipe, about 18 in. long and offset about 6 in, is screwed into the other outlet of the T. Another piece of 1-in. pipe, from 6 to 8 in. long, is screwed into the side outlet of the T. When placed in position the T is set just above the water-line of the holder-tank or cup, with its run horizontal, and the side outlet of the T, into which is screwed the 6- or 8-in. section, directed downward into the water and extending 4 to 5 in. below the water-line, as is also the offset end of the other outlet. When the steam is turned on, a jet issuing from the drilled orifice creates a vacuum in the side-outlet nipple, and the water rises in this nipple and is blown along with the steam through the offset piece; thus this jet not only heats the water but also induces a rapid circulation around the cup of the tank, and is, therefore, more effective than a jet which merely blows steam into the water, for water will not freeze as quickly when in motion as when comparatively at rest.

Cleaning Tanks.—It is occasionally necessary to remove mud, muck, or other accumulations from the bottom of a holder, which can be most readily accomplished by the use of a basket-shovel, or grab-bucket, swung on the end of a 1-in pipe. After the heavier substance has been removed, the remaining mud and tar can be stirred up and the solution pumped out and replaced with clean water Such stoppages, when they occur in the inlet- and outlet-pipes, can be removed in a like manner. Big tampers of wood nearly fitting the diameter of the pipe can be used to advantage to churn and break away stoppages adhering to the sides, after which the contents may be flushed

In case of a leak occurring in a holder-tank, the following suggestions have been made by various gas-engineers: Insert in the water of the tank, at a point as near as possible to the aperture, sawdust, bran, barley sprouts, or, better still, horse-manure The better way, where cracks are vertical, is to cement them while the tank is full of water Sheets of canvas saturated with coal-tar can also be let down into the tank and will be held against the aperture by the pressure of the water.

Patches.—It sometimes occurs that it is necessary to put a patch upon a gas-holder over a ragged hole in the holder-sheet too thin to tap in a thread A cut of such work (Fig 27) will be found on the next page. It consists of a sheet of iron or steel of such size and shape as to extend with a good wide lap over the orifice to be covered Oblong holes, say $1 \times \frac{7}{16}$ in, with the long axis at right angles to the edge of the plate, about 2 in. apart and $\frac{3}{4}$ in space between the outer edge of the hole and edge of the plate, are to be made around the perimeter of the patch. The heads of a sufficient number of $\frac{1}{2}$-in. bolts should be flattened until they are only $\frac{1}{4}$ in wide. The patch should then be held against the sheet over the hole, until bolt-holes are made in the sheet to correspond to those in the patch, the first two made being at diagonally opposite corners. The patch can then be temporarily applied by keying it on with the flattened head bolts already prepared, one bolt being passed through each corner and the nut being screwed down, a washer having first been put on Putty or white lead should be smeared around the edges of the patch to stop the escape of gas while the remaining work is proceeding. The holes may be made by means of a breast-drill and a rat-tail file. When the holes are all completed, the patch should be removed, the flow of gas being temporarily stopped by pressing over the orifice another sheet of iron, wet gunny-sacks, etc. A putty composed of equal parts of red lead and litharge mixed in glycerine should be coated over the patch, when the patch should be reapplied and permanently bolted.

The hole around each bolt, before the washer is finally applied, should be filled in with this putty, and a strand of lamp-wicking smeared with the preparation should be tied around the bolt prior to the application of the washer, and finally the nut. These washers should be $1\frac{1}{4}$ to $1\frac{1}{2}$ in. in diameter.

If the hole is a large one and the pressure considerable, means must be taken to apply the patch temporarily while the holes,

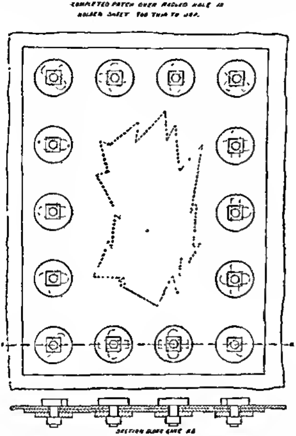

Fig. 27.—Patching Rent in Holder-sheet.

etc., are being drilled. In the case of a crown-sheet this can be done by simply laying the patch over the hole and weighting it down; but in the case of a side hole, eye-bolts may be attached to the side of the sheet, and the patch clamped on by means of a chain or rope running around the holder, and, by the use of block

and tackle, tightly pulled up and cleated The eye-bolts may be sawed off after the patch is permanently attached.

Capacity.—The ratio of holder capacity to daily consumption in small works generally equals 1 to 1 In larger works this ratio is generally decreased, some of the larger plants of the country having only half the storage capacity of their daily output. It is less necessary to have this ratio equal in the case of water-gas than in that of coal-gas. In both instances it should depend considerably upon manufacturing capacity In no instance, however, in the opinion of the writer, should the minimum storage capacity exceed 85 per cent. of the maximum daily demand.

The wash-water from the condensers is sometimes successfully pumped to and from the relief-holder, thereby reducing the temperature of the water and economizing the quantity used.

Salt should never be used in holder-cups for the prevention of freezing, by reason of its injurious effect upon the metal of the holder

TO OBTAIN WEIGHT OF ANY HOLDER

Diameter$^2\times$pressure in $\frac{1}{16}$th inch$\times 0.4091$ = weight of holder in pounds.

TO OBTAIN PRESSURE WHICH A HOLDER WILL THROW.

$$\frac{\text{Weight of holder in lbs}}{\text{Diameter}^2\times 0.4091} = \text{pressure in } \tfrac{1}{16}\text{th inch.}$$

WEIGHT AND PRESSURE OF HOLDERS.

$$P=\frac{W}{\text{area}\times 5.21}; \qquad W=P\times\text{area}\times 5.21.$$

CALCULATIONS FOR HOLDER PRESSURE.

Single-Lift Holders

Let P be the pressure of water column in inches;
W the weight of holder in pounds,
D " diameter of holder in feet

Then
$$P=\frac{0.245\times W}{D^2}. \quad . \quad . \quad . \quad . \quad . \quad . \quad . \quad (1)$$

If we consider that the pressure changes with the different height of shell above the water-line, the following formula will have to be observed

$$P=\frac{0.245\times W}{D^2}-\left[\frac{0.0315\times S(H-h)}{HD^2}+0.0092Sh\right], \quad . \quad (2)$$

in which S
H
h water.

Two-Lift Holders.

If D = the diameter of inner lift;
W = weight of the inner lift in pounds;
W_1 = " " " outer " " "
W_2 = " " " water in the cup in pounds;
S = " " shell of inner lift in pounds;
H = height of inner and outer lifts, minus cup, in feet;
h = " above water.

Then, if only the upper part is working,

$$P = \frac{0.245 \times W}{D^2} - \left(\frac{0.0315 S(\frac{1}{2}H - h)}{D^2 \frac{1}{2}H} + 0.00928h\right) \quad . \quad . \quad (3)$$

should be used. If both are working, the following formula is applicable:

$$P = \frac{0.245(W + W_1 + W_2)}{D^2}\left(\frac{0.0315(S + W_1)(H - h)}{D^2 H} + 0.00928h\right). \quad (4)$$

In the last or fourth formula we included the bottom ring of the outer section, which is not correct, but the difference is so small that it would not alter the result.

The pressures obtained by following the given formulas would be maximum. The minimum pressures, however, can be readily calculated by deducting from the weight of holder, in pounds, the tendency of the gas to rise, in pounds. For example, if C would represent the capacity of the holder above the water-line, in cubic feet, S the specific weight of gas, and A the weight of one cubic foot of air, we obtain, by using formula (1),

$$P = \frac{0.245 \times W - C \times S \times A}{D^2}.$$

WEIGHT OF SNOW (TRAUTWINE).

Fresh-fallen snow per cubic foot, 5 to 12 lbs.
Moistened and compact by rain, 15 to 50 lbs.

For the reduction of wind pressure on a circular surface to an equivalent plane area (such as an arched roof or a gas-holder)

Prof. Rankine	gives	0.5
M. Arson	"	0.46
R. J. Hutton	"	0.67
W. H. Y. Webber	"	0.5
Molesworth	"	0.75
G. Livesey	"	0.57
Prof. Adams	"	0.7854

Walmisley	gives.	0.56
V. Wyatt	"	1.0 (October, 1887)
Bancroft	" ..	0 5
Cripps	" .. .	0.3
Sir B. Baker	" ..	0.41
Newbigging	" ..	0.5 area of section
Trautwine	"	0.5 " " "
Prof Kernot (of Melbourne University) gives	....	0.5 " " "

FORCE OF THE WIND.

(O Connor)

Velocity		Force	
Miles per Hour.	Feet per Second	Lbs per Square Foot.	
1	1.47	005	Hardly perceptible
2	2 93	.012	
3	4 40	.044	Just perceptible.
4	5 87	.048	
5	7.33	.123	Gentle, pleasant breeze.
	10 0	229	
10	14 67	.300	Pleasant, brisk gale.
	20 0	.915	
15	22 0	1 107	
20	29 34	1 968	
	30 0	2 059	
25	36 67	3 075	Very brisk gale.
	40 0	3 660	
30	44 01	4 429	
	50 0	5 718	
35	51 34	6 027	High winds.
40	58 68	7.873	
	60 0	8 234	Hard gale.
	70 0	11 207	
50	73 35	12 300	Very high winds.
	80 0	14 633	
60	88 12	17 715	A storm
	90 0	18 526	
	100 0	22 872	A great storm.
	110 0	27 675	
80	117 36	31 490	A hurricane.
	120 0	32 926	
	130 0	38 654	
90	132 02	39 852	
	140 0	44 830	
100	146.7	49 200	
	150 0	51 462	
120	176 04	70 860	

Paint.—As a holder, purifying-box, or gas-machine paint, the writer, after a number of years of experiment, has obtained the best results from the Eclipse graphite paint called "gas-house red," as manufactured by the Acme White Lead & Color Works. This paint is manufactured of pure graphite. It possesses a heavy body and attractive appearance, and will stand almost any degree of temperature

Placing in commissic ains, or other apparatus These the air which they contain through a double water-sealed siphon, at the outlet of which may be a test light which may be operated with immunity from explosion

Old paint and rust should first be removed from a holder before re-painting, by the use of wire brushes or scrapers, or, better still, by a sand-blast

Locating a site for a holder should be a matter of the most careful consideration. Other conditions being satisfactory, a first test should consist of making a boring in the ground with an earth auger to a depth of 20 ft. and recording the character of the soil as the borings are brought to the surface The second test should be the weighting of a square foot of the ground (at a number of places to obtain a general average) with a load of from 2500 to 3000 lbs, being balanced upon a short piece of 12×12 timber (standing on end). Before the load has been applied, take the elevation of the top of the timber with regard to a bench-mark, then immediately after the application of the weight, continuing to note the amount of settlement, until same apparently ceases. Then by subtracting the last elevation from the first, the total settlement can be ascertained, together with the sustaining quality of the ground, from which data the character of the foundation necessary may be intelligently determined.

Piling should be avoided wherever possible, and only resorted to where piles can conveniently reach to bed-rock, and where marshy soil or quicksand is encountered it is invariably ultimately cheaper to procure another or different site. The Stacey Manufacturing Co. cite a recent instance of a holder of about 1,500,000 cu. ft. capacity, erected upon soft ground at a cost for piling of 75 cents per square foot, over the whole area of same. These piles were capped by two feet of concrete, composed of good Portland cement, clean coarse sand and broken stone; but the foundations failed immediately upon the filling of the holder tank with water.

CHAPTER XI.

DETAILS OF WORKS OPERATION.

All valves about works, mains, or pipe systems should be distinctly marked "open" or "shut," with arrow marking direction of rotation; generally some one valve, right-hand or left-hand, should be universally adopted to prevent confusion, and when so adopted there should be *no exception* to this rule

There can be no doubt that the standard of gas service for the future, maintained either by municipal legislation or by the gas-engineer, will be based upon the calorific value of the gas. This may be ascertained in two ways. first, by analysis of the gas and by the addition of the heat values of its constituent factors; secondly, by the direct use of calorimeters There are several types of this instrument, of which the Junker is perhaps in most general use. Another in common use in England is that named Simmance and Abady A recording instrument has recently been patented by F N Speller The subject of the measurement of temperatures has been best treated by Le Chatelier and Boudouard of Paris, of whose work there is an excellent English translation.

Where the Jones jet photometer is used to check the candle power at the works it should be placed in such a position that the temperature will be as nearly as possible constant. As the readings depend principally upon the specific gravity of the gas, they may vary by reason of temperature It should be periodically standardized against a bar photometer and its value noted This should occur at no greater interval than once a week where it is used to indicate actual candle power Its principal use is a check upon works operation.

The reading of water-gages may be done more accurately and the meniscus more clearly defined by dropping into the water a *small portion of cochineal, mixed in hot water, which is first* filtered and the color fixed by the addition of a few drops of nitric acid.

The following readings should be taken daily in every gas-works:

1. Temperature of air (average atmospheric).
2. Average barometric pressure.
3. Photometer and calorimeter reading of the gas.
4. Temperature of gas at each stage of manufacture, condensation, scrubbing, purification, etc.
5. Hourly temperature of gas passing through station-meter.
6. Pressure of gas throughout every point in the works and on the town, the latter being recorded mechanically.
7. Purifiers changed.
8. Records of test for sulphur at inlet and outlet of purifiers.
9. Test-cards from sight-cocks on superheater, showing traces of either tar or lampblack, or probably fixed oil.
10. Gas on hand in holders.
11. Oil on hand in tanks.
12. Tar on hand in tanks.
13. Coke or coal used.
14. Oil used.
15. Percentage of ash or screenings.
16. Station-meter indexed.
17. Air-meter indexed.
18. Average pressure of gas through station-meter (mechanically registered).
19. Differential pressure or resistance of station-meter at maximum load.
20. Average gallons oil and pounds of generator fuel used per 1000 cu. ft. manufactured.

The Green fuel-economizer is a special device for heating feed-water, the apparatus consisting of a coil of pipes with an automatic scurfing device, through which the waste gases of the superheater pass. Experiments show that these gases enter the economizer at a temperature of about 1500 deg F, and leave it at between 400 and 700 deg. Through the heat thus absorbed the feed-water is enabled to enter the boiler at 350 deg, effecting a considerable saving of boiler fuel. The only objection to this apparatus is the rather considerable cost of installation in the case of small works, the arrangement being particularly fortunate where gas and electric works are combined and the steam production amounts to a large portion of the total manufacturing cost. *At the present time the Green Economizer Company are at* work on another type of generator, with which they will preheat the blast air, permitting it to enter the retorts at a temperature of about 400 deg., and effecting not only a saving from 6 to 8 per cent. in generator fuel, but a very considerable saving in the de-

terioration caused by the chill to the checker brick of the other two retorts.

Where large valves are frequently used and are important in their nature they should be surrounded by manholes properly covered to facilitate repairs and render them easy of access

Flow of Water.—Great loss is sustained about works, offices, etc., by the leaking of various water fixtures, due to a failure on the part of valves to properly seat, and the water escaping therefrom, often without possibility of detection, through drains and sewers. The following paragraph and table are taken from a paper written by W L Calkins, hydraulic engineer:

"Few people have even an approximate idea of the quantity of water which may be wasted through small openings, and for this reason I give the following table, which gives the number of gallons of water discharged through various small openings in 24 hours, under a pressure of 60 lbs per square inch:

Diam of Orifice, Inch	Gallons
$\frac{1}{64}$	61
$\frac{1}{32}$	230
$\frac{1}{16}$	907
$\frac{1}{8}$	3,649
$\frac{1}{4}$	14,616
$\frac{3}{8}$	32,558"

PART II.

GAS DISTRIBUTION.

CHAPTER XII.

NAPHTHALENE.

NAPHTHALENE is a hydrocarbon formed in comparatively small quantity (about 13.15 lbs. per ton of ordinary English coal distilled in coal-gas retorts, according to R. W. Irwin) during the distillation at high temperatures of carbonaceous substances such as coal and petroleum. It has been claimed that naphthalene can be formed in the gas after it leaves the retorts and during distribution, but this view is generally held to be incorrect, and from the present knowledge of the subject it seems practically certain that all of the naphthalene found either in coal-gas or coal-tar is produced during the distillation of the coal in the retorts. The molecule of naphthalene is composed of 10 atoms of carbon and 8 atoms of hydrogen, its chemical symbol being $C_{10}H_8$.

Properties.—It is a solid at ordinary temperatures and pressures, melting at a temperature of 176° F. It will, however, exist in a state of vapor suspended in gas at temperatures far below even that at which it solidifies as long as the gas is not saturated with it. As soon as the point of saturation is reached the vapor passes directly into the solid state in the form of very light, flaky, flat crystals which occupy a large volume in proportion to their weight. It is this property which renders naphthalene so troublesome to the gas-manufacturer, since, though the weight contained in a given quantity of gas is small, the crystals occupy sufficient space to seriously obstruct the apparatus and pipes around the works and the services in which they are deposited through chilling of the gas.

Naphthalene obstructions in the apparatus and pipes at th works are usually removed either by flushing with hot wate or by steaming, the former being preferable since the steam merel melts the naphthalene, and unless it can escape from the pip at once it may cool down again and solidify in another part c the apparatus, while the hot water acts not only by melting th naphthalene, but also by carrying it along to a certain extent i mechanical suspension. It is well to use the water in consider able volume in order to secure this latter effect.

Naphthalene is removed from service-pipes and small main by means of light naphtha, gasoline, or kerosene, which is poure into and allowed to run through the pipes, dissolving the crystal and carrying the naphthalene in a liquid form back into th mains and drips Sometimes wood-alcohol is used instead o naphtha or kerosene. If the obstruction is very light it may b blown out of the service into the main by means of an air-pump or even by the lungs.

Naphthalene in the form of crystals, like water in the forn of ice or snow, will pass from the solid state directly into tha of vapor, and thus naphthalene that has been deposited in th

same naphthalene may be redeposited further along in the sys tem if the temperature changes so as to bring the gas tempera ture again to the point of saturation with naphthalene, and it i probable that some action of this kind has given rise to the theor that naphthalene can be formed during distribution in a ga which was free from it when it left the holders.

Deposits.—Accumulations of naphthalene in the inlet-pipes o gas-holders occur most frequently in that portion of the pip which passes down under the tank-wall and up inside the holder When naphthalene exists in the pipe as a flocculent lining o approximately uniform thickness throughout a large portion o its length, it can be removed by charging the gas with the vapo of light naphtha, gas so charged being able to pick up naphtha lene deposited in the form of loose crystals. The gas can b charged with the vapor either by injecting the naphtha into th inlet-pipe in the form of a spray, by means of a steam-jet, or by *filling the drip at the bottom of the pipe with naphtha*, which gradually evaporates into the gas passing over it. Naphthalene in the condition named can also be removed by blowing steam into the pipe in sufficient quantity to raise the temperature tc the point at which the naphthalene will either melt and run down into the drip, from which it can be pumped out, or vaporize and

be taken up by the gas. In all of these methods it is necessary to have gas flowing through the pipes, so that the naphthalene as it is vaporized will be picked up by the gas and carried along with it out of the pipe, and there is always danger that the naphthalene so picked up will be again deposited at an inconvenient point during the further travel of the gas When naphtha vapor is employed this will condense at the same time that the naphthalene is deposited, dissolve the latter, and carry it along to the nearest drip, thus preventing any obstruction, but when steam is used the liability is great that the obstruction will be merely transferred from one point of the pipe system to another

In many cases the presence of naphthalene is not suspected until it has formed, on the inside of the portion of the pipe which rises through the water in the tank, a layer of such thickness that it is detached from the sides of the pipe by its own weight and falls into the elbow making the turn from the vertical into the horizontal part running under the tank-wall, where it forms a compact mass Such a mass seems to be very little affected by heat or with naphtha in the liquid form. Hot water may be used in several ways At one works, the water, heated by means of steam in an old boiler equipped for the purpose, the pressure being run up to between thirty and forty pounds per square inch, was conducted to the holder by a temporary line of pipe

Removing Deposits.—The operation of cleaning out the holder-inlet was carried on as follows The holder was practically emptied of gas, the time chosen being that when the stock of gas was small enough to be contained in the other holders, and kept so as long as possible, though this was merely to keep the weight of pipe to be handled at a minimum, as the holder could be raised through the outlet-pipe without interfering with the work. Through a hole drilled in the top of the bonnet over the inlet-pipe was inserted a one-inch pipe on the bottom of which was screwed a $1 \times \frac{1}{2}$ in L, the direction in which this L pointed being marked on the pipe at the top This pipe was made long enough at the start to reach down to the bottom of the holder-inlet, and a number of short pieces of pipe were provided to screw on as the holder rose. The pipe fitted loosely in the hole in the bonnet, but a practically gas-tight joint was made by wet cloths wound round the pipe at this point The pipe was supported and turned by means of a bar handle clamped on at the proper height. A hose connection being made between this pipe and that from the hot-water heater, and the water being turned on, it issued from the opening in the L in a jet which broke up and dissolved the naphthalene and ran down into the drip, from which it was pumped, bringing the naphthalene with it both in solu-

tion and in suspension. The drip-pump was kept working all the time the hot water was being run in, so that the water should be pumped out before it cooled down and dropped the naphthalene. The water-pipe being turned so that the stream played against all parts of the inlet-pipe, a very complete cleaning could be given by this method.

Another method of washing out the naphthalene is called "plunging." In this the inlet-pipe is sealed with water, the flange at the top of the vertical pipe outside the holder taken off, and the drip-pump removed. The pipe is then filled as full of hot water as it is possible to have it without filling up the horizontal run coming to the holder from the station-meter. A plunger or wooden cylinder, about 18 inches to 2 feet long and a little smaller in diameter than the pipe, fastened to a pipe handle, the axes of the pipe and the cylinder coinciding, is then inserted and worked up and down, so as to impart a surging motion to the whole body of water The surging back and forth of the water dislodges the naphthalene that is not dissolved, and the large pieces rising to the surface are fished out, the remaining fine particles being pumped out with the water It is rather a difficult matter to get the large body of water contained in pipes above 6 in. in diameter moving with sufficient velocity to dislodge the compact masses of naphthalene; but if the motion can be produced, "plunging" is a very effective method for the removal of naphthalene from the pipes.

When naphtha or any other liquid solvent is used it is not economical to pour it into the pipe by itself, since if this is done it will cut channels in the deposit, through which it will run to the drip before it is fully saturated with naphthalene. A better effect can be obtained by pouring water into the inlet until it is filled to half its height. Then from four to five gallons of solvent naphtha are poured in and the water slowly pumped out at the drip, so that the liquid gradually falls in the main. The consequence is that the solvent, which forms a layer on the top of the water, is forced to act on the whole of the interior surface of the main, both where the latter is upright and where it is nearly horizontal. The time during which it acts on the surface is determined by the rate of pumping, and thus may be made sufficiently long to complete the solution of the naphthalene. When the solvent has reached the elbow, the rate of pumping is diminished in order to give it time to act on the greater horizontal section of the pipe which then becomes exposed to it By this method of treatment the whole of the inner surface of the pipe is freed from naphthalene, which is completely removed from the main through the pumps.

Preventing Deposits.—The various methods employed or proposed to prevent the deposition of naphthalene in a solid state in the mains and services may be divided into two general classes, those which remove the naphthalene from the gas at the works by means of some absorbent, and those which consist in adding to the gas-vapors of liquids having a solvent action on naphthalene and approximately the same vapor tension as that substance

Methods of the first class have been adopted quite generally on the continent of Europe and to some extent in Great Britain. In them the gas is washed or scrubbed with an oil which possesses the property of absorbing naphthalene vapor, the process being exactly similar to that by which the ammonia is removed from the gas

scrubber

heavy tar-

amount of benzol, from 4 to 8 per cent by weight, is added to the oil used, to saturate it and thus prevent it from absorbing benzol from the gas and reducing the illuminating power.

According to Dr Bueb at Dessau, *Germany*, an *anthracene-oil* boiling between 480° and 750° F is used, and 176 4 lbs. (19 to 20 gallons) of this oil removed, from 706,000 cu ft of gas, naphthalene to the amount of about 200 grains per 1000 cu ft. The capacity of the oil for naphthalene increases with the temperature, and the naphthalene scrubber should follow the tar-extractor and work on comparatively hot gas In some cases, however, two or three compartments of the ammonia scrubber are used. After being saturated with naphthalene the oil can be put in a still and the naphthalene driven off, or it can be chilled, crystallizing the naphthalene, which is then removed by means of a filter-press In either case the oil can be used over again If working on a small scale, it may be more economical to run the saturated oil into the tar-tank and sell it as tar.

The frequently employed method of running into the gas, as it goes out into the district, naphtha which becomes vaporized and travels along with the gas, belongs to the second class The naphtha is usually added to the gas at the outlet of the governor, being blown into the gas in a finely divided spray by a small steam-jet atomizer The success of this method depends upon the precipitation of the naphtha in liquid form at the time and place at which the naphthalene is deposited, so that the latter will be dissolved and carried off by the former, and as this does not always occur the remedy is not always successful.

A modification of the above method, known in English as the Hastings carburation process, consists in forming in the gas as

it goes out from the works into the street-mains a mist of oil, the oil used being one that is not volatile at ordinary temperatures. This mist, in very minute drops, is formed by blowing the oil through specially constructed atomizers by means of a portion of the gas, which is compressed to a pressure of 75 lbs. per square inch. It is found that in this state of minute subdivision some of the oil will remain in the gas until it reaches the farthest point in the district, the conditions which will cause the deposition of naphthalene at any point will also precipitate enough of the oil to dissolve this naphthalene and carry it off as a liquid It is stated that at Hastings one gallon of oil used in this way for each 166,000 cubic feet of gas is sufficient to do away with all trouble from naphthalene stoppages, although these begin to show as soon as the process is discontinued.

Much information on the subject of prevention of deposits of naphthalene in street-mains and services can bo found in Vols. LXXII to LXXVI of tho *Journal of Gas-lighting*.

According to Dr Paul Eitner, in the *Journal für Gasbeleuchtung*, Vol 42, p 89,

One gram of benzine will dissolve

0 32 grams of naphthalene at	32° F.
0 407 grams of naphthalene at. . ..	50° F.

From tables of the vapor tensions of benzine and naphthalene it is found that

One cubic foot of gas can take up

3.25 grams of benzene at.. .	32° F.
5 72 grams of benzene at... . .	50° F.
9 45 grams of benzene at....	70° F.

One cubic foot of gas can take up

[illegible] .	32° F.
. .	50° F.
.. .	70° F.

These figures show that gas, if saturated, can carry 2000 times as much benzene as would be required to dissolve the largest amounts of naphthalene the gas can hold at 32° F.

Oil-tar, after being separated from oil and entrained water, is suggested as a remedy for naphthalene, the gas being scrubbed through it in the same manner as with anthracene oil, when it will absorb about 25 per cent. of its own bulk of naphthalene.

A Continuous Naphthalene Test may be arranged as follows:

of naphthalene, a heavy precipitate will appear. Avoid use of rubber tubing in making test.

If gas contains tar, filter through a tube containing cotton. Tar will color solution brown and prevent naphthalene precipitate forming.

If gas contains an excess of ammonia—say more than 5 grams—bubble gas first through 5 per cent sulphuric-acid solution. Ammonia will color the acid red-brown and prevent precipitation One or more of the absorption bottles like that represented in Fig. 28 may be used.

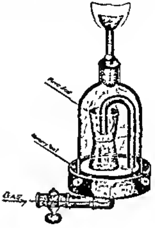

FIG. 28.

CHAPTER XIII.

MAINS.

Capacity.—The gas-consumer is connected with the gas-supply in the works holder by underground pipes or mains with their branches and service-pipes. These pipes are generally of cast iron, although in the natural-gas districts steel screw-joint pipe is largely used, and the connections to services are made by tapping into the top or side as preferred. The formula for calculating the capacity of cast-iron mains was given by Clegg and attributed to Pole, being known as Pole's formula, and is stated as follows:

$$V=1350\sqrt{\frac{d^5h}{gl}},$$

where V = cubic feet delivered per hour into atmospheric pressure;
d = internal diameter of the pipe in inches,
h = pressure on gas at entrance in inches of water-head;
g = specific gravity of the gas, air = 1;
l = length of pipe in yards.

The constant 1350 is arrived at when considering a fixed friction derived from very old experiments. Some engineers assume this figure only for pipes 10 in. or over in diameter, taking 1250 for 6- to 10-in. pipes and 1000 for pipes under 6 in. diam. This formula is of course applicable to low-pressure distribution only. When higher pressures are employed, such as exist in high-pressure distribution or natural-gas practice, a formula must be employed taking into consideration both entrance and terminal pressures, influence of compression and temperature, such as that developed by Professor Robinson:

$$V=48.4\frac{T_s}{\sqrt{T_2T_0}}\sqrt{\frac{d^5}{L}(p_1+p_2+30)(p_1-p_2)\frac{0.6}{g}},$$

where $T_0 = 461 + 37 = 498$ deg F, the absolute temperature at the maximum density of water,

T_1 = absolute temperature of gas after delivery (461 + deg. F).

T_2 = absolute temperature of gas in the main,

d = diameter of the pipe in inches;

L = length of main in miles,

p_1 = initial and

p_2 = terminal gage pressure in lbs per sq in, and

g = specific gravity of the gas transmitted (that of natural gas being 0 6)

The Cox gas-flow computer, a slide-rule device, was calculated from this formula:

$$V = 33\ 3\sqrt{\frac{d^5}{Lg}(P_1{}^2 - P_2{}^2)},$$

where P_1 and P_2 are the initial and terminal pressures absolute (14 7 + gage pressure) in lbs per sq in A more accurate determination by actual test is made by the Pitot tube, described in the chapter upon Pressures J D Shattuck in 1905 made a report upon the various formulas for this purpose to the Ohio Gas-light Association, subsequently published in *Progressive Age.* In comparing the capacities of mains it is thus seen that this varies as the square root of the fifth power of the diameter.

I . . . .
dep
tior
ton
the nominal frost-line, which varies from 6 ft. in Canada to some 24 in in the Southern States For ordinary purposes, however, 30 in. below the ground generally gives satisfactory results Such laying, however, depends somewhat upon topography and local conditions, such as the presence of sewer-lines and -services, water-mains, etc It is necessary, of course, to lay pipe upon a grade sufficient to completely drain it, and it is economical and good practice to lay as long a line as possible without putting in drip-pots. As an offset, however, to this is the increased expense of ditching not only in the initial installation, but the subsequent laying of service-lines

The writer strongly advises that at no time shall a smaller size of cast-iron pipe than 4 in diam be laid. There are occasions where districts will not require a larger size than 3 in. for an indefinite period, but these are rare and generally can be supplied by long services of wrought-iron pipe.

A good average weight for 4-in. cast-iron pipe is 220 lbs. per length of 12 ft., or in the neighborhood of 18 lbs. per ft. A lighter pipe than this is not advised, as it is impossible to anticipate what crushing stress it may have to endure, to say nothing of the advantage of strong bells for calking.

Specifications for various classes of cast-iron pipe and fittings, as designed by the Committee on Research for the American Gaslight Association, are appended to this volume.

Gradient.—The minimum grade permissible for draining mains should certainly in no instance exceed one inch per 100 ft.

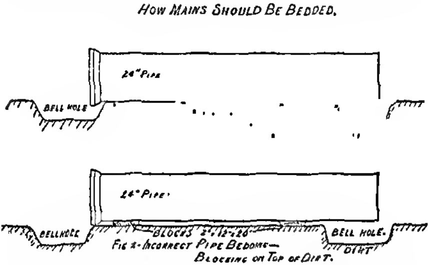

FIG. 29.—Proper Method for Laying Mains in Trench.

of main. This, however, is about the minimum permissible in a sewer. Where a greater hydraulic head as well as hydraulic radius is obtained, the hydraulic radius in gas-mains is so exceedingly small and the viscosity of the condensation (composed largely of tar and other oily ingredients) is so great that better practice suggests a fall of at least a quarter of an inch, or better 0.318 in. per length of 12 ft. of pipe. This is more necessary in low-pressure mains than in high pressure, the latter having less condensation and the velocity of the gas tending to free the main from liquids collecting in trapped portions.

Where the soil is bad and shifting, the bottom of the ditch should be blocked. This should be done in any event where the size of the pipe exceeds 18 in. diam. These blocks, usually 2×12×20 in., should be below the level of the bed of the ditch, as per Fig. 29, the whole surface presented to the pipe being

flush and forming a continuous bearing for it. The same gradient or fall of the pipe is maintained throughout.

District mains should be invariably laid with an allowance for extension of business, and the calculation should be based upon a system, which, when loaded to capacity, would not show a pressure drop at the moment of peak-load in excess of 25 per cent., 20 per cent. being better practice.

Pipe-joint Specifications.—The following are the specifications of the United Gas Improvement Co of Philadelphia, for the making of lead joints: "Each spigot end should be driven home into the bottom of the bell, the joints should be well calked with jute packing, the greatest care should be taken that the packing is calked as solid as the yarning-iron and heavy hammer will calk it. This joint in itself should be gas-tight The calking should be done evenly, so that all parts of the joint will be evenly solid. The lead should be of the best quality of soft lead and the amount required per joint approximately as follows:

3-in	pipe	about	2¾	lbs.	lead.
4-in	"	"	4	"	"
6-in	"	"	7	"	"
8-in.	"	"	10	"	"
10-in	"	"	14	"	"
12-in	"	"	18	"	"
16-in.	"	"	28	"	"
18-in	"	"	32	"	"
20-in.	"	"	35	"	"

"The weights given above have been found to be sufficient if the yarning has been properly done The lead should be evenly, gradually, and thoroughly calked, so that when finished all parts of the joint will be of an equal degree of hardness In no case should a joint be completely calked at one part before the other parts of the joint are taken in hand.

"In laying mains, when it is required to turn a corner, or to make a bend for any purpose, elbows or specials should always be used It is bad practice to make a bend by making each joint give a little and thus dispensing with the use of a special. Quarter bends and eighth bends can be always obtained, and special angles can be made by the use of circle bends These specials can be cut so as to obtain almost any required angle

"Great economy will result from the proper handling of the ditch or trench in which main is to be laid. The earth, stone, gravel, etc , should be separated upon being excavated with large forks, each according to its kind, and in back-filling should be re-

laid in strata, the large stones first, then smaller stones, and finally gravel with the dressing of loose earth, each stratum being separately and thoroughly tamped into place. This back-filling, when properly done, will not settle and leave a depression in the street.

"No larger ditch or trench should be excavated than is actually needful for the size of pipe to be laid. An approximate table of the width of a trench for various sizes of pipe is herewith given.

4-in.	diameter,	width	20 in.
6-in.	"	"	22 in.
8-in.	"	"	24 in.
12-in.	"	"	30 in.
16-in.	"	"	35 in.
20-in.	"	"	40 in.
24-in	"	"	44 in.
30-in	"	"	50 in.
36-in.	"	"	56 in.

In excavating the bottom of the trench should be carefully graded and bell-holes made at intervals of 12 feet. The bottom of the ditch shall be such as to give a continuous and positive bearing for the main.

"In running lead joints, standard pipe being used, the spigot end being first rammed home, the space formed by the junction of the spigot and bell shall be filled and calked with strands of tarred oakum until the space is filled to give the lead depth required for the size of pipe, and driven up sufficiently tight to cause the yarning to spring back when impinged This lead depth to be left in the bell should vary with different sizes of pipe and should be about as follows:

4-in.	diameter	pipe,	lead	joint	to	be	$1\frac{1}{2}$	in	deep.
6-in.	"	"	"	"	"	"	$1\frac{1}{2}$	"	"
8-in.	"	"	"	"	"	"	$1\frac{3}{4}$	"	"
12-in.	"	"	"	"	"	"	$1\frac{3}{4}$	"	"
16-in.	"	"	"	"	"	"	2	"	"
20-in.	"	"	"	"	"	"	$2\frac{1}{4}$	"	"
24-in.	"	"	"	"	"	"	$2\frac{1}{4}$	"	"
30-in.	"	"	"	"	"	"	$2\frac{1}{2}$	"	"
36-in.	"	"	"	"	"	"	$2\frac{1}{2}$	"	"

All joints when run should be flush with the face of the bell, and should they be driven up in calking more than $\frac{1}{2}$ in. they should be re-run.

"All joints should be invariably tested before joint-holes are

back-filled It is best where feasible to test long sections of pipe by pumping up an air pressure, using a pressure-gage and noting loss of pressure due to leakage. The test pressure should not be less than 5 lbs. per sq in. (10 in. of mercury). But where this method is impossible each joint should be covered with heavy soap-suds while under gas pressure and an examination made for bubbles.

"It sometimes becomes necessary to use a split sleeve in the case of a broken main, although its use is to be avoided. When used, however, it is an invariable rule that the two ends of the pipe should be bound together by wrapping with unbleached muslin or canvas, a mixture of red lead and white lead being spread in the folds of the cloth, the whole securely wrapped with strong twine or cord, and coated with shellac The width of the wrapping should be such that the sleeve projects on either side at least 2 inches After this is completed the split sleeve is to be applied, care being taken that there should be no leak at the flanged joint It is sometimes necessary if the flanges are not faced that the joint between them should be made with tar board which has been softened by soaking in warm water. It is better, however, to face them by grinding them upon each other with fine emery powder

"It is well to purchase all cast pipe and specials uncoated, varnished, or tarred, as defects in the casting, sand-holes, etc., are frequently concealed in this manner, even to the temporary standing of gas pressure, but in the long run such stoppages will give way and leaks occur

"When it is necessary to work upon a broken main, etc., in frozen ground, it is convenient to thaw the ground in the following manner A recess 6 or 10 inches deep is dug over the section of main to be worked on, and of the desired length. This is filled with a good quality of unslaked stone lime and several buckets of water thrown thereon The recess is then covered closely with old cement sacks and boards and left for several hours. In this manner the frost can be drawn from the ground for a considerable depth

"When it is necessary to cross a bridge with a gas-main, the practice should be to run from the lower level in the street to the upper level on the bridge a pipe of larger diameter than the pipe to which it is connected, for instance, let A = the main and V = the risers and specials crossing the bridge, then when a main is 3 in it requires the riser to be 6-in. diam ; for A 4 in., B must be 8 in.; a 6-in. main requires a 10-in riser, an 8-in. main a 12-in. riser, a 10-in. main a 14-in. riser; a 12-in. main a 16-in. riser, and a 16-in. main a 20-in. riser. Should the pipe crossing the bridge

be exposed, expansion joints should be placed on either side to take up vibration and change of temperature.

"All records of drips and valves should be carefully kept not only in a file index, but also entered upon the company's map, and extensions and changes corrected thereon and kept up to date."

The following paragraph, taken from the gas educational trustees of the American Gaslight Association, cannot be too forcibly urged upon the attention of engineers and foremen:

"In the laying of street mains it is of the utmost importance to see that all pipes are on a slight incline or gradient, so as to drain all condensation to a given point which is situated at the lowest part of the main, where all the condensation is collected by means of drip-wells. If the pipes are not laid on a perfect gradient there would be a collection of water in the various parts of the pipes where sags or traps occurred, which would hinder and stop the flow of gas according to the depth of the trap and the amount of water therein."

For all sags in the pipe-line, drips, or traps, proper drip-pots, such as described in the standard specials of the American Gaslight Association, should be provided.

Cement Pipe-joints.—The following information upon this subject will be found in the Proceedings of the American Gaslight Association:

"The cement joint for street mains is cheaper than the lead joint. It is more rigid, and under changes of temperature is mora apt to remain tight. The lead joint is more easily cut out than the cement joint, more easily repaired, and has the advantage of 'coming' and 'going' with the changes of temperature, which, in the case of the cement joint, might fracture the pipe." (See Vol. 13, p. 47.)

"The joints commonly employed in this country for connecting together the separate lengths of cast-iron pipes are the lead joint and the cement joint. The lead joint, while, as a rule, more expensive than the cement joint, has the advantage of being more easily cut out, more easily repaired, and of allowing the pipes to expand and contract, under the influence of changes of temperature, without fracture, since the lengths can move in the joints. On the other hand, the cement joint is cheaper and more rigid than the lead joint, and when properly made will remain tight under almost any possible conditions. A line of pipe laid with cement joints if exposed to changes of temperature will not show small leaks at the joints as will one laid with lead joints, but, on the other hand, it will probably be fractured in one or more places. In most instances the choice between lead

and cement joints is determined by the relative disadvantages of a number of small leaks, no one of which is large enough to be dangerous, and one large leak, which, though it will be quickly detected, may cause great damage before it can be repaired. In one large city lead joints are used in the heart of the city, where gas from a large leak would be apt to accumulate in cellars, sewers, and electrical conduits, with danger of disastrous explosions, and cement joints are used in the outskirts, where the conditions are favorable for the gas from a leak passing away into the open air without forming an explosive mixture in any confined spaces." (See Vol 17, p 137)

"Use Portland cement. Natural cements are not uniform in quality, and, as a rule, are too quick-setting to permit of their use with safety. In selecting the brand, take a relatively quick-setting Portland If the cement sets too slowly there is danger of the finished joint being disturbed before setting. Use the cement neat—no sand Use the cement as dry as possible, so that it requires hammering the yarn against it in order to bring the moisture to the surface When sufficient water is added the cement will still appear crumbly in the pan, and will just retain the impression of the fingers when squeezed in the hand. The cement should be used immediately after mixing, only enough being mixed at one time for, say, two joints, if it lies unused over five minutes, it should be discarded. The cement remaining in the pan should be entirely removed before mixing

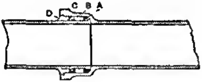

FIG 30 —Cement Joint.

up any new cement In mixing cement, first determine the quantity required for one joint, and the quantity of water required for this cement, and then always use the cement and water by measurement Use jute yarn, untarred. When the joint is made the yarn and sides of joint may be moist or damp, but should not be wet (Fig 31) The finished joint should consist of one roll of yarn (A) of the exact circumference of the pipe, twisted and driven tightly to the bottom of the bell; then a solid mass of cement (B) extending to a point about 1.5 in. back of the face of the bell, then a second roll of yarn (C); then

a facing of cement (*D*). Do not make a large fillet extending to the outside diameter of bell. In entering the cement be very careful to completely fill the whole space. A wooden pusher shaped something like a yarning-tool is useful for pushing back the cement after it has been entered by the hand. Sometimes a roll of yarn is used to drive the cement back, the yarn being withdrawn, more cement entered, and the process repeated until the desired quantity has been entered. After the first yarn is in, and before the joint is made, the pipe should be thoroughly bedded and tamped in between the bell-holes, to prevent any movement of the joint after it is made. When the joint is made, it should be protected from the sun As few joints as possible should be made in the rain All joints should be tested before being covered up The test is made by connecting gas pressure to the new pipe through a meter, thus measuring the amount of leakage, if any If the meter indicates leakage, the holes should be found by using soap-suds on the joints Fire should never be used. Better still, an air-pump and mercury-gage may be employed The joints should be tested only after the cement has set sufficiently to prevent its being hurt by the soap-suds; where feasible, this should be on the following day.

"In the sketch (Fig. 31) is a side view of a 6-in. cement joint, with part of the hub removed, showing cement and packing. In the sketch *C* is the cement, *P* packing. After the pipe has been 'sent home' graded, and the joint equalized as near as possible, 1 in. of hemp packing is firmly driven in as shown in the previous illustration; then 1 in of cement and 1 in. more of packing, followed by 1½ in. of cement, of which ½ in. is on the outside of hub, and slopes from center of rim down to pipe as shown. To make this joint requires 3½ pounds of cement and sand mixed dry—2 parts of cement to 1 of sand—and 3 ounces of hemp packing. The joint can be made in 15 minutes."

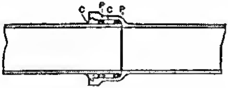

Fig. 31.—Another Form of Cement Joint

Lead Pipe-joints.—"In making a lead joint in 6-in. cast-iron main, the first step in the operation, after the spigot end of one length has been inserted in the bell of the other and the length driven home, lined up, and fixed in place by the tamping of a

little dirt around the middle of it, is to fill [illegible] a portion of the joint space between the [illegible] amount of space so filled being determined [illegible] which it is desired to have For ordinary [illegible] 6-in pipe the depth of lead may be taken [illegible] space will therefore be filled with packing [illegible] from the face of the bell Jute packing [illegible] is usually employed. Packing which has [illegible] a small quantity of tar can be driven [illegible] ing, but, tar being cheaper than jute, [illegible] ence of too much tar in tarred packing [illegible] packing is often given the preference [illegible] strands of packing should be twisted to [illegible] eter a trifle larger than the width of the [illegible] should be cut into pieces of such length [illegible] into close contact when a piece is placed [illegible] the spigot end of the pipe and pulled [illegible] pieces is used to lift the spigot end [illegible] of the pipe previously laid, and is sent [illegible] ing the spigot central in the bell and [illegible] wedging it up after it is in place The [illegible] solidly into place in the bottom of the [illegible] a calking-hammer and packing-iron, and [illegible] serted one at a time, the joint in each [illegible] fourth of the circumference away from the [illegible] ceding ring, and each driven home, [illegible] used to fill the joint space to the [illegible] 1 5 in. for the lead The packing must [illegible] the finished layer must be of uniform [illegible] space will be uniform all around the pipe [illegible] form of joint runner is then placed around [illegible] pipe, being brought tight against the face of [illegible] as to leave a triangular space, having its base [illegible] apex on the face of the bell slightly above [illegible] the lead can fill and thus make it certain [illegible] joint will be of the shape shown in the [illegible] into the joint and this space until both [illegible] the lead stands above the highest point of [illegible] bell, the lead being poured in through an [illegible] on top of the pipe When the lead has [illegible] is removed, and the 'gate' or lump of lead [illegible] for pouring was made is cut off. The lead [illegible] around the pipe with a cold chisel and [illegible] separates the lead from the surface of the pipe [illegible] in which the first calking-tool, the face of [illegible]

thick, can fit. The lead is driven all around with this tool and then with tools successively increasing in thickness about ⅛ in. until the full width of the joint has been reached. The work with each tool should be begun at the bottom of the pipe and carried around each way, finishing up at the top. The thickness of the last tool used should not be greater than the width of the joint, and the driving with this tool should cut the lead off sharp with the inside edge of the bell, otherwise there is danger that the force of the blows will be expended against the face of the bell instead of doing the full amount of work that it should do in compressing the lead in the joint. In order to have the tools fit the joints exactly *it is well to have them made in sizes varying* in thickness by $\frac{1}{16}$ in., though it is only necessary to use on any joint tools varying by ⅛ in., the proper sizes being selected. The position in which tools are naturally held when calking the joint will give it the finished shape shown in the cut, if the joint runner has been put on properly and sufficient lead used. There will be required for making a 6-in. lead joint about 7 to 8 lbs. of lead and 7 to 10 oz of jute packing A good workman should be able to average nearly 3 joints an hour for a day's work"

TABLE OF CEMENT AND YARN REQUIRED, AS PREPARED BY VON MAUR, 1905

Size of Pipe	Cement in Quarts	Cement in Pounds	Water in Pints	Yarn in Ounces.
4"	1 to 1½	2.25 to 4.10	¾ to 1¼	4
6"	1½ to 2	4.10 to 5.50	1¼ to 1⅜	6
8"	2 to 2½	5.50 to 6.87	1⅜ to 1½	8
10"	2½ to 5	6.87 to 8.25	1½ to 2	10
12"	3 to 4	8.25 to 11	2 to 2¼	12
16"	4 to 5	11 to 13¾	2¼ to 2½	15
20"	5 to 6	13¾ to 16½	2½ to 3½	20
24"	8 to 8½	20 to 23	5 to 5½	27
30"	7 to 7½	19 to 21	4 to 4½	27

Advantages of Various Joints.—"In England and on the continent of Europe a great variety of joints for cast-iron pipe have been devised and to a certain extent used These include movable flange joints, clip joints, collar joints, screwed joints, bell-and-spigot joints in which the joint is made by means of a vulcanized rubber ring, and bored and turned joints as well as the fixed flange joints, bell-and-spigot joints of lead or cement, and ball-and-socket joints, which are practically the only joints used in this country, and are therefore the only ones considered in this article. Flange joints allow of an easy removal, when desired,

of any one of the various pieces of pipe They are, however, very rigid, and their use is confined to lines of pipe above ground and at the works. On long, straight lines of flanged pipe one or more expansion joints should be provided to relieve the pipe of the strains that would be thrown upon it by its expansion and contraction under the influence of changes in temperature. Ball-and-socket joints are expensive and are used only for lines where great flexibility is necessary, as in laying pipes under water.

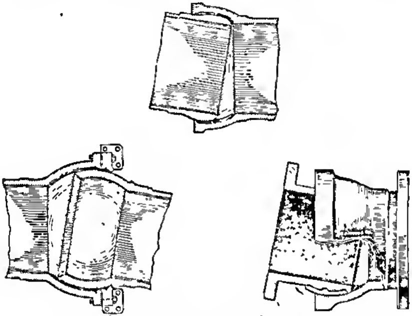

FIG 32.—"Cup-and-ball" or swivel joint, especially used in crossing rivers, or any occasion where it is necessary for the pipe to "flex."

Disjointing Cement Joints may be most easily effected by the heating of the pipe bell and joint, after the fashion of melting out lead joints

Cement joints should never be made in pipe recently exposed to the sun, without first reducing the temperature of the pipe to that of the atmosphere by wet cloths or water The fresh joint should be protected from the heat or cold by shrouding it in wet or dry burlap or bagging respectively.

In cement joints untarred yarn is to be preferred, making a more homogeneous joint

Combination Joints.—A frequent practice is to lay the pipes with cement joints, except at intervals of from six to twelve lengths, where a lead joint would be put in to act as

an expansion joint—the location being marked and noted, and the lead joint occasionally examined. This should make cement-jointed pipe practically as free from liability to fracture as lead-jointed lines."

The whole secret of success in joint-making lies in the yarn and calking. Every yarn joint should be in itself perfectly gas-tight, and every joint yarned or finished should be driven up perfectly tight with the calking-tools. The first requisite of cement joints is that no more cement should ever be made *than is to be used within five minutes*, all of the remaining cement being thrown away and discarded, as after that time the setting has begun to take place.

In the smaller sizes of pipe, where it is inadvisable to use a chisel in cutting, roller cutters, such as the Hall, manufactured by the Walworth Mfg Co. and the Rodefeld Mfg. Co, may be found advantageous The rollers in these cutters may be removed, retempered, and sharpened

It should be remembered as the basal principle of all cast-iron pipe-joints, whether lead or cement, that the first yarn driven should be of itself independently "gas-tight." If this work is properly executed, the yarn being tightly calked and conscientiously worked over, the material subsequently used is a matter of secondary importance

High-pressure Pipe-joints.—In laying high-pressure mains, which should be of extra heavy wrought-iron or steel pipe, where the usual coupling is used, it is good practice, after carefully lubricating the joints, to make up four or five sections of pipe hand-tight, when the whole may be screwed up with a power-winch. This should be done so that each joint is turned to a point where the threads completely disappear within the socket or coupling, and the whole will be found not only a most effective joint, but capable of extraordinary speed in execution, thereby greatly facilitating and expediting the labor of main-laying.

For the taking up of bends in the pipe, obviating the effects of imperfectly calked joints, and to reduce the electrolytic damage of current jumping around the joint, a pipe has been designed, under the name "Universal," in which the hub and spigot ends are machined to fit tightly without any packing whatsoever. The method of bolting sections together by flanges and a section of the joint are shown in Fig. 33.

Fig. 34 illustrates not only how to allow for the extra length caused by the joint, but also, by the use of short pieces and a nipple, how any desired length may be obtained.

For ordinary pressure Universal joints should not be drawn close up. When ordering pipe for exact measurements allow, in

addition to the pipe lengths, for each male end as specified in the table below, which gives the average exposure of the joint when made up as represented by letter A in Fig 34.

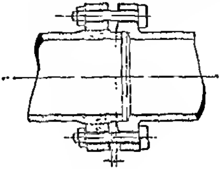

Fig 33.—Universal Joint.

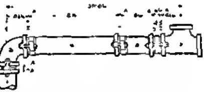

Fig 34 —Universal Joint Connections.

1, the hub end of a 4-in pipe 2, 4-in close nipple 3, 4-in elbow, 4, 4-in ×2-ft pipe; 5, 4-×9-in pipe, 6, 4-×1½-in space nipple, 7, 4-in tee, A, ¼ in., which is the exposed part of the joint

Diam Pipe, Inches	Averaged Exposed Portion of Joint represented by A, Inches.
2	$\frac{3}{16}$
3	$\frac{3}{16}$
4	$\frac{1}{4}$
5	$\frac{1}{4}$
6	$\frac{5}{16}$
8	$\frac{3}{8}$
10	$\frac{3}{8}$
12	$\frac{3}{8}$
14	$\frac{7}{16}$

The following are some of the usual forms of high-pressure pipe-couplings:

no expansion joint—the location being marked and noted, and the lead joint occasionally examined. This should make cement-jointed pipe practically as free from liability to fracture as lead-jointed lines."

The whole secret of success in joint-making lies in the yarn and calking. Every yarn joint should be in itself perfectly gas-tight, and every joint yarned or finished should be driven up perfectly tight with the calking-tools. The first requisite of cement joints is that no more cement should ever be made *than is to be used within five minutes*, all of the remaining cement being thrown away and discarded, as after that time the setting has begun to take place.

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Fig. 34 illustrates not only how to allow for the extra length caused by the joint, but also, by the use of short pieces and a nipple, how any desired length may be obtained.

For ordinary pressure Universal joints should not be drawn close up. When ordering pipe for exact measurements allow, in

addition to the pipe lengths, for each male end as specified in the table below, which gives the average exposure of the joint when made up as represented by letter A in Fig. 34.

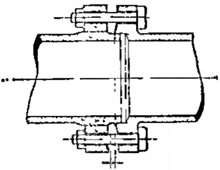


Fig 33.—Universal Joint.

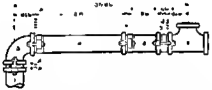
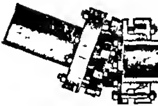


Fig 34 —Universal Joint Connections.

1, the hub end of a 4-in pipe, 2, 4-in close nipple, 3 4-in elbow, 4, 4-in ×2-ft pipe; 5, 4-×9-in pipe, 6, 4-×1½-in space nipple, 7, 4-in tee, A, ¼ in, which is the exposed part of the joint

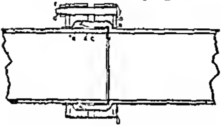
Diam Pipe, Inches.	Averaged Exposed Portion of Joint represented by A, Inches.
2	$\frac{5}{16}$
3	$\frac{3}{16}$
4	$\frac{1}{4}$
5	$\frac{1}{4}$
6	$\frac{5}{16}$
8	$\frac{3}{8}$
10	$\frac{3}{8}$
12	$\frac{3}{8}$
14	$\frac{7}{16}$

The following are some of the usual forms of high-pressure pipe-couplings

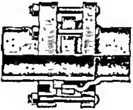


Dresser Angle-coupling.

Insulating Coupling, Style 10, for Special or Dresser Style, Cast-iron Pipe.

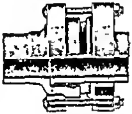


Section of the Dresser Pipe-joint
A, spigot, *B*, V-shaped bell of pipe, *C*, cement, *D*, malleable iron ring, *F* and *G*, bolt and nut, *H*, asbestos ring, *R*, rubber ring

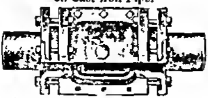


Clamp for Matheson Joints.

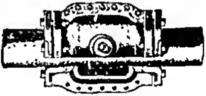
Split Sleeve for Repairing Broken Bell on Cast-iron Pipe.



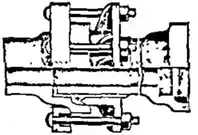
Clamp, Style 41, for Repairing Leaks on Regular Hub and Spigot Cast-iron Pipe-head or Cement Joints.



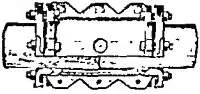
Light Split Sleeve, Style 13, for Repairing Wrought-iron Pipe



Split Sleeve, Style 12, for Wrought-iron Pipe. Large enough to go over Dresser Coupling in Case of Accident.



Insulating Coupling for Dresser, Style 9, Cast-iron Pipe.



Split Sleeve for Repairing Broken Cast-iron Pipe.

Although high-pressure service merely exaggerates the conditions of low-pressure transmission, the increased duty is so severe and these conditions so strongly emphasized as to make necessary and essential a perfection of engineering, material, and workmanship which would in more or less degree be otherwise commercially dispensable

The pipe used in high-pressure work should be extra heavy iron or steel, and of the best quality of meter, with the closest approximation to an equality of texture throughout, free from chilled spots, cores sand-holes, etc

The threads *should be taper* and constitute the best order of machine work, which threads in the transportation, assembling, and fitting of the pipe should receive infinite care, to prevent bruising, chamfering, or stripping These threads should be carefully examined by a competent inspector immediately before "making-up" all pipe with defective threads being discarded, their threaded section being cut off and the threads re-run Although this may seem an extravagance, it is in reality economical practice, and should be adhered to without deviation

The quality of valves, cocks, fittings, etc, is also most important.

Commercially speaking and to all practical purposes, the quality of brass varies between two extremes its highest refinement

facture of fittings, lie between these extremes, although the former is occasionally and the latter frequently reached

Red brass of the composition named attains a tensile strength of 68,000 lbs per square inch, while the yellow alloy runs as low as 10,000 lbs per square inch tensile strength, the various compositions and formula now in commercial service varying between these extremes very exactly in ratio with the preponderance of copper and the amount of tin and zinc.

As the proportion of lead, zinc, and tin becomes higher and the preponderance of copper less in the mixture obtained each ingredient preserves more distinctly its individual characteristics and attributes

Going from red to yellow brass, the tendency is to revert from

necessary to overcome this tendency by a certain amount of agitation; if this is incomplete, the result is an unequal distribution of the elements throughout the admixture. This condition tends to destroy any possible homogeneity in the structure and fiber of the resultant casting, and such inequality in the metal causes rapid excoriation, unequal grinding, as well as scoring of working parts and bearings where they meet.

If we take two fittings, one a red and another of the yellow metal, and place them on an anvil, striking them in succession with a sledge-hammer, using the same degree of force, it will be observed that while the red-brass casting may become slightly distorted, the brittle yellow-brass casting will fly in pieces. This is due to the extreme tenacity, ductility, and elasticity of the red brass obtained from its copper component, a peculiarity which the writer has observed in fittings during experiments with the Barrett pipe-forcing jack. In a number of instances where obstructions were encountered, under the enormous amount of pressure from the jack, the fitting was completely distorted without breaking, but, even in its distorted condition, preserved its tightness against leaking. Moreover, it was found even in the case of the standard-weight fitting that the pipe in the connection ruptured under the stress before the fitting would give way.

Another illustration of the extreme tenacity of the red brass is shown by the fact that it is nearly 50 per cent. more difficult to machine, polish, and buff than is yellow casting, being *prima facie* proof that a metal which will resist the incursion of the machine tool will possess paramount qualities from a wearing standpoint, and possesses the highest resistance to all forms of erosion.

While copper is not ordinarily affected or corroded by such agencies as moisture or acids inducing rust and oxidation, yet tin, zinc, and lead are especially affected by these, and we may therefore say that fittings are susceptible to rust, oxidation, or corrosion in direct ratio with the amount of tin, zinc, and lead which they contain.

Inasmuch as corrosion attacks that portion of any structure which is most delicate, its inroads principally affect the threads and working surface of these fittings, and leaks are more often occasioned by this agency than are usually conceded.

Especial attention is here called to the fact that in testing a fitting for high-pressure gas or air, the hydraulic test is only good as indicating the tensile strength of the fitting and not to indicate tightness, it being found that valves or cocks found tight under the 300 lbs. of water pressure frequently leak when subjected to 40 lbs. of air. This fact seems little known among either manufacturers or engineers, but it will be found, as a rule, that when a

fitting is found tight under a pressure of 40 lbs it will be tight under any other reasonable pressure, or, generally speaking, up to its safe working capacity or even to the rupture point of the metal.

Globe-valves, Tees, and Elbows.—The reduction of pressure produced by globe-valves is the same as that caused by the following additional lengths of straight pipe, as calculated by the formula

$$\text{Additional length of pipe} = \frac{114 \times \text{diameter of pipe}}{1 + (3.6 \div \text{diameter})}.$$

Diameter of pipe	1	1½	2	2½	3	3½	4	5	6 inches
Additional length .	2	4	7	10	13	16	20	28	36 feet
Diameter of pipe	7	8	10	12	15	18	20	22	24 inches
Additional length	44	53	70	88	115	143	162	181	200 feet

The reduction of pressure produced by elbows and tees is equal to two-thirds of that caused by globe-valves The following are the additional lengths of straight pipe to be taken into account for elbows and tees For globe-valves multiply by $\frac{3}{2}$:

Diameter of pipe	1	1½	2	2½	3	3½	4	5	6 inches
Additional length	2	3	5	7	9	11	13	19	24 feet
Diameter of pipe	7	8	10	12	15	18	20	22	24 inches
Additional length	30	35	47	59	77	96	108	120	134 feet

These additional lengths of pipe for globe-valves, elbows, and tees must be added in each case to the actual length of straight pipe Thus a 6-inch pipe 500 feet long, with 1 globe-valve, 2 elbows, and 3 tees, would be equivalent to a straight pipe $500 + 36 + (2 \times 24) + (3 \times 24) = 656$ feet long

Joints for High-pressure Mains.—All sockets or couplings shall be extra heavy, of the best quality of metal, and have taper threads Preferably these joints should be tight and free from leakage without the use of "dope," but where some joint compou

mac

tanl

ammonia type, although even these will be found to give more or less trouble, unless of a first-class quality and carefully selected.

Main-regulators.—Where high-pressure mains are controlled through automatic regulators the equipment should invariably be in duplicate, the regulators being connected into the line in

parallel, and each equal to sustaining the maximum load of the entire line The regulators should be connected in with proper valves and possess by-passes between their inlets and outlets, all of which connections to be flanged, to expedite ready removal and replacement. All of the above should be surrounded by proper brick or concrete manholes to afford accessibility.

Drips.—All traps, pockets, or depressions in almost every high-pressure line should be dripped after the method of low-pressure practice. This may usually be done by cutting into the line a tee (looking down and whose opening is equal to the diameter of the pipe) into whose run a short section of pipe is connected, which is duly capped and fitted with a small relief-pipe terminating at some convenient place and fitted with a pocket-head pet-cock, which latter acts as a "bleeder" Through an arrangement of this kind the condensation accumulating in the drip can be periodically "blown off" This condensation is usually created by the change of vapor tension due to the varying compression upon the volume of gas in the main, extending from the maximum pressure during peak load hours to possibly atmosphere or merely holder pressure (if the service be a booster or feeder line), or at least considerably reduced during the period of minimum demand.

Anchorage.—All bends and curves in high-pressure mains should be firmly anchored in order to prevent gyration; the straight runs should also be heavily anchored, perhaps about twice as often as the expansion joints (about one every 500 ft.). Expansion joints and lateral branches of all sorts should also be strongly anchored to prevent buckling and thrust. The tendency of a high-pressure main to "writhe" is much greater than is generally known, for, in addition to the initial pulsations caused by the compressor, there is a reflex which creates a powerful "gas-hammer."

Expansion Joints should be placed not less frequently than one every 1000 feet

Testing High-pressure Mains is done much after the fashion of low-pressure work, with the exception that a portable air-compressor, say 6 H.P., direct-connected to a gasoline-, alcohol-, or vapor-engine, is generally used. An outfit of this kind will also be found extremely convenient for a number of purposes; it can have in its equipment a centrifugal pump and hose connections, which will be found of great convenience in emptying ditches, cesspools, drips, etc., of water, with a saving of time and labor.

Pneumatic Tools.—The compressor may also be fitted with a pneumatic hammer into which cape and diamond-point chisels may be used for cutting pipe; and with calking-tools for driving up joints. These tools should fit the chuck loosely so as to move freely in the workman's hand. The calking done by the pneu-

matic hammer is far superior to that done by hand, being equal throughout, and especially driving home the lead at the bottom of the joint and underneath the pipe, which is usually slighted in handwork. It has the further advantage of time and economy, and in permitting the ordinary laborer to do a better job of calking

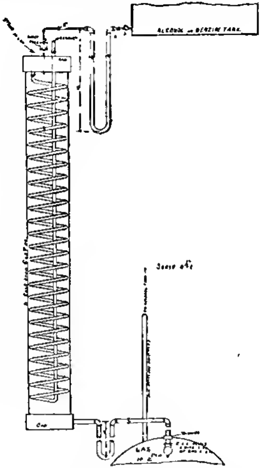


FIG 36—Naphthalene Removal Vaporizer.

than that usually accomplished by a skilled and [illegible] man.

Pipe Deposits.—To remove stoppages in the [illegible] meters, house-pipes, fixtures, and burners, and to [illegible] thalene, tar, and other hard stoppages, the writer [illegible]

convenient to vaporize wood-alcohol or benzine and inject it into the mains by means of a vaporizer (Fig. 36), a diagram of which is herewith given.

A quantity, say 20 gallons, of alcohol is put into a tank and admitted through a sight-feed into a drum, where it is vaporized by a steam-coil. The inlet of this drum is duly sealed by a pipe-trap in order to prevent the return of the vapor or the exit of the gas into the alcohol-tank. This alcohol vapor, passing out through another trap, is admitted into the mains and carried forward by the gas, experiment showing it to have a travel of at least 3 miles. It instantly dissolves all naphthalene and invariably attacks and makes soluble other similar substances. Ten or 15 gallons per 1,000,000 cu. ft. thus admitted into the mains for a day or so, say twice a year, will be of incalculable value in cleansing the system, especially where Welsbach service is extensively used.

Leaks.—The question of leakage, or a large portion of what is known as "gas unaccounted for," should be a matter of con-

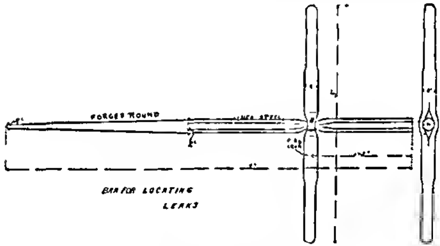


Fig. 37.—Pavement-piercing Bar

stant attention upon the part of the superintendent. Of course a large portion of this seeming discrepancy is by reason of change of temperature, either during the process of works distribution or after storage, gas varying $\frac{1}{491}$ of its bulk approximately for every degree Fahrenheit over 32° above zero. There is, however, in all systems a certain amount of leakage due to bad joints, which occur either from poor construction, change in temperature, or instability on the part of the ground or foundation where laid.

The entire system of every gas company should be periodically

"barred." An iron bar (Fig. 37) with a loose handle for removing, large at one end to form an anvil for the sledge and tapering at the other, should be driven down at the bell end of a pipe, such joint being first definitely located Great care should be taken that the bar should not be driven with sufficient force to injure the pipe, and to this end it is better to use a bar with a malleable point than a steel bar, which is apt to cut The bar then being removed from contact with the bell, leaking gas should be sought in the hole thus made, first by the sense of smell and afterwards by the application of a match.

Test for Leakage.—Under conditions where, by reason of a comparatively odorless gas or for other reasons, it is impracticable to discover leakage by the sense of smell, test may be made by applying at suspected points a paper saturated with a solution of palladous chloride from which metallic palladium is precipitated in the presence of traces of carbon monoxide, the reaction being as follows:

$$PdCl_2+CO+H_2O=Pd+2HCl+CO_2$$

The blackening of the paper indicates the presence of CO gas

Records.—*A measurement should then be taken in the direction* of the run of the pipe (equal to one length of the pipe) and the next joint located, when the experiment can be repeated. All leaks discovered should be marked, reported, dug up, and recalked Where the calking lead drives up too far, a new lead joint should be run and its tightness ascertained by the application of heavy soap-suds

This sort of work, together
facilitated by the use of accur
the location of all pipes, drip
the direction of flow, the juncture of feed-line and crosses, etc. In order to bring this information to the office, where a proper record can be made and filed, the writer suggests the use of a card (Fig 38), which should be supplied to the foreman of main construction, who can fill in thereon, with a rule and pencil, the location of pipe, distance from property line, class of fittings, location of valves, drips, crosses, etc, and the direction of fall From these cards a map can be made, showing an entire district, which will be found valuable in the regulation of pressure and the addition of extensions, after which the card should be filed for future use

Service Connections.—It is doubtful whether under any conditions it is good economy to use galvanized pipe for services, inasmuch as nearly all agencies which tend to destroy black iron will also attack the zinc coating of galvanized pipe. Medium-weight steel pipe will be found far better.

It is good practice in connecting a service with the main to tap the latter on top and screw therein a street **T**. The street **L** is then screwed into the street **T** at its side outlet, thereby forming a swing joint. The chief advantage of this connection is that gas can be cut off by the opening in the **T** from the service while it is being laid, which opening can be also used for examining the

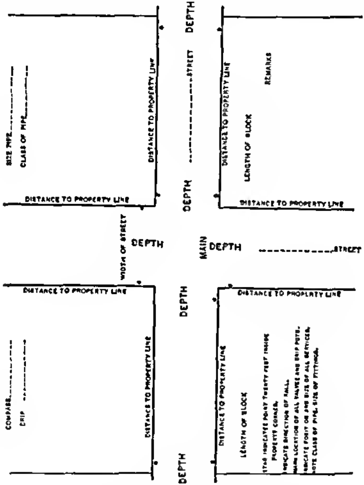


Fig. 38.—Main and Service Chart

service in case of trouble. It also relieves both pipes from either horizontal or vertical strain in settling or crawling (Fig. 39).

There are two methods of cutting cast-iron pipe, both of which can be recommended. The more convenient, especially for sizes under 12 in., is the Hall cutter, which can be used after the man-

ner of wrought-iron pipe-cutters, otherwise the pipe should be cut around with a diamond-nosed chisel until a ring at least $\frac{1}{16}$ in deep has been formed, when the pipe may be severed with the aid of a dog-chisel.

In pipes over bridges, contraction and expansion, together with vibration, must be allowed for. Wrought-iron pipe is gen-

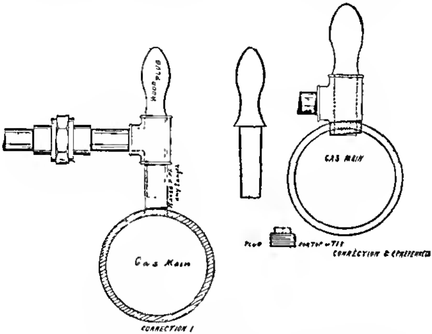


FIG 39.—Plug for T Connection to Prevent Gas Escaping while Laying Service Pipes.

joints,
uld be
gas in

case of accident These pipes should be kept thoroughly coated, inasmuch as the sulphur in engine smoke, in the case of railway bridges, is most deleterious in its action

It is the custom of a number of companies in the United States to base their extension of mains into unoccupied territory upon *one prospective consumer to every 100 feet of main.* The advantage of this system seems to be demonstrated by the best practice.

All valves in a main system should systematically and con-

sistently be either all right-handed or all left-handed, that is, closing in the direction of the hands of a clock or the reverse. This, more than anything else, prevents confusion and the possibility of having a valve in the system closed without the likelihood of discovery.

One of the great nuisances in gas distribution is the formation of iron carbonyl It may possibly be the result of unoxidized purifying material, but is more likely the result of gas coming in contact with new iron borings, such as the tapping of a large number of services into a new section of main is apt to produce. It appears generally at the burner tip and may be remedied by the admission of water into either main, services, or purifying-boxes to complete the oxidation.

The general advantages of cast-iron over wrought-iron pipe for gas purposes are: first, its greater ability to resist the corrosion of the soil, secondly, its greater thickness between internal and external diameters, permitting better service connection and abolishing the necessity of additional fittings for such connections, thereby reducing the liability to leakage.

Repairing Breaks. — In case of broken mains a temporary repair can be made by bandaging with cloth between the folds of which are wrapped copious layers of soap, pipe-clay, or, better still, Tucker's cement, portions of which filling having been previously forced into the crack or crevice of the pipe before the application of the bandage. The permanent remedy depends upon the nature of the injury. Should the break run around the circumference and the entire damage be included within a lateral space of 4 or 5 in, a split sleeve may be used. Should, however, the break run lengthwise the pipe, the better practice is to cut out the injured section, replacing it with new pipe, the final joint being made with a solid sleeve which is slipped over the joint.

When a split sleeve is used, the pipe must be first thoroughly cleaned of
back into
muslin, wi
8 in. on either side, and long enough to circle the pipe twice or more, should be smeared thickly with putty or Tucker's cement, or a mixture of equal parts of white and red lead and linseed-oil, and wrapped tightly around the pipe above the break

A split sleeve can then be applied so as to cover the break, with a margin of at least 4 in on either side. The joint between the sleeve and the pipe may be made as follows: A number of pieces of millboard soaked to a pulp in hot water may be forced between the sleeve and the pipe and tightly corked. When this

is dry a lead or cement joint of the regular type, the former preferred, may be made on either end of the sleeve.

When it is necessary to remove altogether a damaged section of pipe, the pipe should be cut at a distance not less than 8 in.

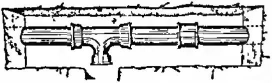


FIG 40 —Method of "Cutting" in a Fitting (Correct), Using a Solid Sleeve.

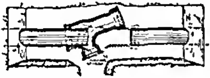


FIG 41 —Method of "Springing" in a Fitting (to be Avoided) without Use of Sleeve.

prior to appearance of the break or crack, this cut may be made either by the use of regular pipe-cutters, or by cutting around with a diamond-nosed chisel and severing with a dog-chisel. When the new section is installed, aligned, and graded before sliding the sleeve, which in this case should be solid, into place, the spigot ends, which must just meet, should be brought together and wrapped with unbleached muslin, prepared as before described, with the use of the split sleeve. The solid sleeve may then be slid over the bandage and the joint made as before described in the regular manner.

Flour or meal in small sacks has on several occasions been used to choke dangerous fires occurring through leakage in manholes.

Main-stoppers.—In bagging off a main that is likely to be internally coated with naphthalene or rust, the rubber bag should be inserted in a canvas cover in order to protect the rubber surface from the action of the oily deposit. This may be placed by use of a bag fork, which is a simple wire contrivance, with blunt end. Where the main is under considerable pressure, it should be doubly bagged, two separate taps and bags being placed on each gas-head, and as an additional precaution, where the pressure is especially high, [illegible]
sisting of a contrivance of
the bag in a separate tap

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When a split sleeve is used, the pipe must be first thoroughly cleaned of all dirt and rust, and if it is settled it should be blocked back into proper grade and alignment. A strip of unbleached muslin, wide enough to cover the break, with a margin of 6 or 8 in. on either side, and long enough to circle the pipe twice or more, should be smeared thickly with putty or Tucker's cement, or a mixture of equal parts of white and red lead and linseed-oil, and wrapped tightly around the pipe above the break.

A split sleeve can then be applied so as to cover the break, with a margin of at least 4 in. on either side The joint between the sleeve and the pipe may be made as follows: A number of pieces of millboard soaked to a pulp in hot water may be forced between the sleeve and the pipe and tightly corked. When this

is dry a lead or cement joint of the regular type, the former preferred, may be made on either end of the sleeve.

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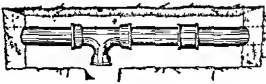

FIG 40 —Method of "Cutting" in a Fitting (Correct), Using a Solid Sleeve.

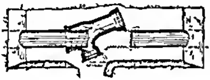

FIG 41 —Method of "Springing" in a Fitting (to be Avoided) without Use of Sleeve

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than the diameter of the tap to be plugged. These bags should always be inflated by the use of a small hand bicycle pump, and never by the lungs, as the breath condensation is deleterious to the rubber, to say nothing of the effect upon the workmen of the gas inhaled

Gas bags after use may be preserved by being inflated with dry air, the necks being corked, instead of tied, with wooden pins or plugs The bags should then be coated with tallow and stored in a damp place

Successful efforts have been made to bag off a main with water, extra-strong bags being used

Repair Work.—Pressure may be shut off and the end of a main plugged temporarily by the use of a large compact ball of cloth or cord, fitting the pipe, to which proper straps have been firmly attached to facilitate ready removal.

COSTS OF INSTALLING MAINS.

Excavation Costs.—The following table, for which the writer is indebted to M E Malone, will be of value in estimating labor operations, and constitutes a very fair average of work in handling different kinds of material that the average laborer can handle in a specified time, in cu. ft per man per hour.

MATERIAL HANDLED PER MAN.

	Cu. Ft. per Man-hour.
Asphalt (3 5-in. and 6-in. concrete)	4 298
Sand and clay	24.700
Clay	19.220
Sand and broken stone	22.000
Loam	35.000
Broken shale	17.330

Cost of Loading and Hauling Cast-iron Pipe.—Much of the following data is from Gillette's Handbook of Cost Data Three men assisted by a driver averaged 5 lengths of 12-in. pipe loaded from a flat car to a wagon and the pipe was rolled down the plank runway This same gang would unload a wagon in 6 minutes. As each length of pipe weighed nearly ½ short ton, the wagon load was 2.5 tons. It therefore cost 5 cents per ton to load and 2.5 cents per ton to unload the wagons, wages of men being 15 cents per hour; but this does not include the lost time of two horses during loading and unloading, which is equivalent to about 2 cents per ton. The total fixed cost of loading and unloading was 10 cents per ton, including team time The hauling costs 12 cents per

ton per mile where 2.5 tons are the load (wages of team and driver 35 cents per hour) and the team returns empty. Good hard level roads are required for so large a load. If the haul is short and this loading gang of 3 men walks along with the wagon, the cost of hauling becomes 25 cents per ton-mile instead of 10 cents.

Pipe should never be shipped in hopper-bottom cars, for the difficulty of unloading adds very much to the cost. I have had a gang of 6 men who unloaded only 75 lengths of 12-in. pipe in 10 hours from a hopper gondola into wagons. Each length weighed 800 lbs., making 30 tons the day's work at 30 cents per ton. This work was by hand, no derrick being available.

Trenches for water-pipes in the northern United States are usually 5 ft. deep from the surface of the street to the axis of the pipe. In the South trenches are only 3 ft. deep. Water-pipe trenches are usually dug no less than 18 to 24 ins. wider than the inside diameter of the pipe, and just before the pipes are laid a gang of men enlarge and deepen the trench for a short space where each pipe joint is to come; this is called digging the "bell-holes." The bell-holes enable the yarners and calkers to make the joints properly. It is usually not necessary to brace the sides of a trench that is only 5 or 6 ft. deep.

Cost of Trenching.—At Corning, N. Y., a trench for a 10-in. water-pipe was excavated 2.5 ft. wide × 5 ft. deep × 1500 ft. long, which equals 600 cu. yds., in 4.5 days by 24 men, or at the rate of 6 cu. yds. per man per 10-hour day, equivalent to 11 cents per running foot or 25 cents per cu. yd. The backfilling was done in three days by 2 men and 1 horse with driver, using a drag scraper and a short length of rope, so that the horse worked on one side of the trench while the two men handled the scraper on the opposite side, pulling the scraper directly across the pile of earth. In this way the backfilling was made at a cost of 1.1 cents per linear foot or 2.5 cents per cu. yd., there being no ramming of the backfill required. This is a remarkably low cost for backfilling and one not ordinarily to be counted upon. The material was a loamy sand and gravel.

At Rochester, N. Y.—With the size of trench and kind of material practically the same results were obtained as above:

One man excavated 8 cu. yds. a day at a cost of 19 cents per cu. yd.; 1 man backfilled 16 cu. yds. a day at a cost of 9 cents per cu. yd. Total cost of excavation and backfill, 28 cents per cu. yd.

Cost of Trenching, Great Falls, Mont.—The Great Falls (Montana) Water Co. excavated 25,500 cu. yds. of earth, 1900 cu. yds. of loose rock, and 1500 cu. yds. of solid rock in trenching

for a 6-in. water-pipe. The work was done by company labor (not by contract), wages being $2.25 for laborers, and the cost was 34 cents per cu. yd. for excavation and 3 5 cents more per cu. yd for backfilling and tamping. If wages had been $1.50 a day the cost would have been 23 cents per cu. yd. for excavation and 2 5 cents per cu. yd. for backfilling.

Cost of Trenching, Astoria, Oregon.—A. L. Adams states that in trenching for the Astoria (Oregon) Water-works in 1896 the first contractor averaged only 7 to 8 cu. yds. per man per day. Later on another contractor, even in the rainy season, averaged nearly 10 cu. yds. per man per 10-hour day of trenching (including backfilling) at a cost (including foreman) of 17 5 cents per cu yd, wages being $1 70 a day. The material was yellow clay dug with mattocks and shovels.

Cost of Trenching, Hilburn, N Y—W. C Foster gives the following data on 17,000 ft. of trenching for water-pipe at Hilburn, N Y The trench was 4 ft deep for 4-in. to 8-in. pipe. The digging was hard, the banks being full of cobbles and frequently caved in The streets were not paved. The cost of trenching and backfilling was 10 1 cents per lin. ft., wages being $1.35 for laborers and $3 for foreman

Cost of Trenching and Pipe-laying, Providence, R. I —In *Engineering News*, June 28, 1890, E. B. Weston, Engineer Water Department, Providence, R I, gives very full records of pipe-laying costs. The tables on page 171 are given by him and are based upon many miles of trench-work.

Wages in all cases above were $1 50 a day for laborers trenching and laying, $3 a day for foreman, $2 25 for calkers, and $2.25 for teams, which probably refers to teams without driver. Carting was in all cases $1 a ton. Allowance for tools (item 4) was made on a basis of 7 25% of items 1 and 2.

Short lengths, 15 to 50 ft, of 6-in. pipe cost 34 cents per foot in easy digging to 45 cents in hard digging for excavation, laying, and backfilling, wages being as above stated

The trench for a 24-in. pipe 19,416 ft. long and 6 6 ft. deep cost 32 cents per cu. yd. for excavation and backfill with wages at $1.50 a day.

A 48-in. main was laid for $1.65 per ft., including digging, laying, calking, and backfilling.

A 16-in. pipe 374 ft. long passed under two railway tracks, and the cost of trenching, laying, and backfilling was 50 cents per ft.

An 8-in pipe was laid across a bridge, and the cost of boxing, laying pipe, etc., was $1.32 per ft., while for a 12-in. pipe the cost was $1.50 per ft.

EASY DIGGING, SAND

Size of Pipe, In	4	6	8	10	12	16	20
1. Trenching *	0422	0518	0611	0707	0798	1445	2088
2. Laying .	0129	0162	0191	0219	0249	0370	0497
3. Foreman	0130	0158	0188	.0216	0244	0303	0360
4. Tools, etc	0041	0050	0059	0069	0078	0134	0191
5. Calking. .	0106	0107	0108	0111	0118	0159	0301
6 Lead, 5 cts lb	0224	0320	0431	0553	0683	0950	1203
7 Teams .	0070	0090	0115	0136	0160	0203	0216
8 Carting	0078	0149	0208	0275	0346	0518	0746
9. Total .	1200	1554	1911	2286	2676	4082	5602

MEDIUM DIGGING, GRAVEL, ETC

Size of Pipe, In	4	6	8	10	12	16	20	24
1. Trenching *	0597	0697	0790	0883	0974	1700	2400	3019
2. Laying	0189	0220	0249	0279	0307	0440	0577	0639
3 Foreman	0180	0206	0234	0265	0294	0350	0373	0396
4. Tools, etc	0056	0065	0075	0084	0093	0154	0214	0602
5. Calking . .	0106	0107	0108	0111	0118	0159	0301	0757
6. Lead, 5 cts lb	0224	0320	0431	0533	0683	0950	1203	1600
7. Teams	0070	0090	0115	0136	0160	0203	0216	0228
8. Carting	0078	0149	0208	0275	0346	0518	0746	1317
9. Total	1500	1851	2210	2586	2075	4174	6030	8630

HARD DIGGING, HARD OR MOIST CLAY

Size of Pipe In	4	6	8	10	12	16	20
1. Trenching *	0860	0959	1053	1147	1300	2261	3264
2 Laying	0271	0303	0333	0362	0411	0530	0669
3 Foreman	0260	0286	0314	0343	0372	0428	0452
4 Tools, etc	0081	0090	0099	0109	0118	0201	0283
5 Calking	0106	0107	0108	0111	0118	0159	0301
6 Lead, 5 cts lb	0224	0320	0131	0553	0683	0950	1203
7. Teams	0070	0090	0115	0136	0160	0203	.0216
8 Carting	0078	0149	0208	0275	0346	0513	0746
9 Total	1950	2304	2661	3036	3508	5250	7134

* Including backfilling In all cases the depth of the trench was such that the center of the pipe was 4 ft 8 in below ground surface

Trenches were ordinarily 2 ft. wider than the pipe and 5 ft. plus half the diameter of the pipe deep. Such trenches were dug, the pipe laid, and backfilling made at the following rate per laborer engaged.

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9 Total. . . .	1200	1554	1911	2286	2676	4082	5602

MEDIUM DIGGING, GRAVEL, ETC

Size of Pipe, In	4	6	8	10	12	16	20	24
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2. Laying	.0189	0220	0249	0279	0307	0440	0577	0639
3 Foreman	0180	0206	0231	0265	0291	0350	0373	0396
4. Tools, etc	0050	0065	0075	0084	0093	0154	0214	0602
5. Calking. .	0106	0107	0108	0111	0118	0159	0301	0757
6 Lead, 5 cts lb	0224	0320	0431	0533	0683	0950	1203	1600
7. Teams	0070	0090	0115	0136	0160	0203	0216	0228
8 Carting	0078	0149	0208	0275	0346	0518	0746	1317
0. Total	1500	1854	2210	2586	2975	4474	6030	8630

HARD DIGGING, HARD OR MOIST CLAY

Size of Pipe, In	4	6	8	10	12	16	20
1. Trenching *	0860	0959	1053	1147	1300	2261	.3264
2 Laying .	0271	0303	0333	0362	0411	0530	0669
3 Foreman	0260	0286	0314	0313	0372	0428	0452
4. Tools, etc	0081	0090	0099	0109	0118	0201	0283
5 Calking	0106	0107	0108	0111	0118	0159	.0301
6 Lead, 5 cts lb	0224	0320	0131	0553	0683	0950	.1203
7 Teams .	0070	0090	0115	0136	0160	0203	0216
8 Carting	0078	0149	0208	0275	0346	0513	0746
9 Total	1950	2304	2661	3036	3508	5250	7134

* Including backfilling In all cases the depth of the trench was such that the center of the pipe was 4 ft 8 in below ground surface.

Trenches were ordinarily 2 ft wider than the pipe and 5 ft. plus half the diameter of the pipe deep. Such trenches were dug, the pipe laid, and backfilling made at the following rate per laborer engaged:

Diameter Pipe Inches.	Material.	Feet Length per Day.
6	Easy earth	21.0
6	Medium earth	17.2
6	Hard earth	10.3
8	Easy earth	19.3
12	Medium earth	13.4
20	Easy earth	9.0
24	Medium earth	4.4

Earth excavation in trenches where digging is easy cost 20 cents per cu. yd; rock excavation averages $2 per cu. yd., running as hi h as $3 per cu yd, wages being $1 50 per day.

Where long pipe-lines are to be constructed a line of levels should first be run and, the drip of the pipe being taken into account, the entire length should be laid off by the engineer in convenient units of equal volume

Although the quality of the soil, unforeseen obstacles, etc., will vary to some extent the unit rate of progress, this will serve as a basis for the checking of the progress of work from day to day besides establishing a basis for the computing of future operations.

Careful records should be made of the character of the soil, nature of obstacles, etc, encountered, which should be filed as a portion of the daily data and should be ultimately classified for future reference

The labor itself should also be handled on the unit basis, the work being so laid out in units and decimals thereof that a check can be kept upon the individual output.

Upon these data (where not hampered by Unionism) the labor may be classified under the respective headings A, B, C, and D, of which B may represent the normal or average and be paid the standard rate of wage, the normal being obtained either from empiric data or the immediate work done. A may constitute a class of labor whose output is in excess of the average or B class, to whom a bonus of from 10 to 20 per cent should be paid, depending upon their marginal efficiency. It must be remembered, however, that in addition to their work *per se* these men constitute the "pace-makers" of the force and should be paid accordingly. Class C will be formed of those falling immediately below the average and should be constantly culled for dismissal while all those crossing the dead-line between Class C and Class D, or, let us say, showing a deficiency of 15% below the average of Class B, should be discharged from the work at once.

COST OF PIPE AND LAYING PER LINEAR FOOT

(From Gillette's Handbook of Cost Data)

Size of Pipe, Inches Diam	Weight per Length, Lbs	Weight per Linear Ft., Tons of 2000 lbs	Cost at $30 per Ton	Teaming, 50 cts per Ton-mile Haul 2.5 m	Lead, 5 cts per lb	Miscellaneous Expenses	Labor	Total Cost
12 A	810	0.034	$1.02	$0.025	$0.100	$0.065	$0.45	$1.66
12 E	1,040	0.043	1.29	0.035	0.100	0.065	0.46	1.95
14 A	1,010	0.042	1.26	0.030	0.120	0.070	0.46	1.94
14 E	1,310	0.055	1.65	0.040	0.120	0.070	0.47	2.35
16 A	1,215	0.051	1.53	0.040	0.130	0.070	0.50	2.27
16 E	1,610	0.067	2.01	0.050	0.130	0.070	0.51	2.77
18 A	1,400	0.058	1.74	0.040	0.150	0.080	0.56	2.57
18 E	1,910	0.080	2.40	0.060	0.150	0.080	0.58	3.27
20 A	1,610	0.067	2.01	0.050	0.180	0.090	0.61	2.94
20 E	2,200	0.094	2.82	0.070	0.180	0.090	0.64	3.80
24 A	2,050	0.085	2.55	0.060	0.200	0.110	0.70	3.62
24 E	3,000	0.125	3.75	0.090	0.200	0.110	0.73	4.88
30 A	2,860	0.119	3.27	0.090	0.250	0.130	0.78	4.52
30 E	4,340	0.181	5.43	0.135	0.250	0.135	0.83	8.17
36 A	3,800	0.158	4.74	0.120	0.300	0.140	0.88	6.18
36 E	5,900	0.246	7.08	0.185	0.300	0.145	0.93	8.64
42 A	4,920	0.205	6.15	0.155	0.350	0.175	1.02	7.85
42 E	7,720	0.322	9.66	0.240	0.350	0.180	1.12	11.55
48 A	0,130	0.256	7.68	0.190	0.400	0.240	1.47	9.98
48 E	9,740	0.407	12.21	0.305	0.400	0.245	1.57	15.73
54 A	7,510	0.312	9.36	0.235	0.450	0.275	1.66	11.98
54 E	12,400	0.516	15.48	0.390	0.450	0.280	1.76	18.36
60 A	8,900	0.370	11.10	0.275	0.500	0.325	1.96	14.41
60 E	15,100	0.628	18.84	0.470	0.500	0.330	2.12	23.27

A = light-weight pipe E = heavy-weight pipe

APPROXIMATE COST OF LAYING WATER-PIPE

(Another estimate of this kind is compiled by the Glamorgan Pipe and Foundry Co from actual experience under varying conditions.)

Diam of pipe inches	4	6	8	10	12	16	20	24	30	36	42	48
Weight pipe per 12-ft length	213.000	364.00	518.000	739.00	949.000	1496.000	2129.0	2735.00	2930.00	5096.00	7000.00	8700.00
Weight pipe per foot lbs	18.000	30.00	45.000	62.00	79.000	125.000	178.0	228.00	328.00	425.00	583.00	725.00
Weight yarn per joint lbs	0.100	0.36	0.500	0.60	0.750	1.000	1.2	1.50	1.80	2.16	2.50	3.00
Weight yarn per foot, lbs	0.017	0.03	0.042	0.05	0.063	0.084	0.1	0.13	0.15	0.18	0.21	0.25
Weight lead per joint lbs	8.000	12.00	15.000	20.00	22.000	29.000	35.0	42.00	53.00	63.00	84.00	96.00
Weight lead per foot, lbs	0.660	1.00	1.300	1.66	1.83	2.33	3.0	3.50	4.41	5.25	7.00	8.00
Cost pipe per ft at $30 net ton	0.270	0.45	0.68	0.93	1.19	1.58	2.67	3.42	4.92	6.38	8.75	10.88
Cost yarn per ft at 7 cts lb	.0012	.0021	.003	.0035	.0044	.0059	.007	.0091	.0105	.0126	.0147	.0175
Cost lead per ft at 5 cts. lb	.033	.05	.065	.083	.0915	.1165	.15	.175	.2205	.2625	.35	.40
Cost cartage per ft at 75 cts net ton	.007	.011	.018	.023	.03	.047	.067	.083	.12	.15	.23	.25
Cost trenching and refilling 4-ft cover	.038	.063	.11	.12	.15	.23	.32	.46	.54	.60	.85	1.00
Cost pipe-laying calking and cutting	.015	.02	.023	.028	.03	.07	.12	.20	.25	.30	.40	.50
Total cost for av work per ft	0.3822	0.5981	0.90	1.18	1.49	2.34	3.33	4.35	6.06	7.70	10.59	13.04
Additional for shoring per ft if needed	0.04	0.05	0.08	0.11	0.12	0.15	0.20	0.25	0.30	0.40	0.45	0.50
Cost setting hydrants 1 l'gth pipe	2.50	3.00	3.50									
Cost setting valves and boxes	1.25	1.50	1.75	2.00	2.50	2.80	3.50					

Rock requiring blasting will cost on average $3 per cubic yard. Replacing Telford surface will cost 30 cents per square yard.

Cost of Water-pipe Laid at Alliance, O.—L. L. Tribus gives the following costs of work done in 1894, the material being loam and clay excavated to such a depth that 4 ft. of earth would be left on top of each class of pipe after backfilling.

MATERIAL USED

Size of pipe, ins.	4	6	8	10	12
Weight of pipe, lbs. per ft.	19	30½	44	62	79
Lbs. specials per ft.	0.4	0.76	1.1	1.55	1.9
Lbs. lead per ft.	0.4	0.66	1.0	1.25	1.5
Lbs. yarn per ft.	0.02	0.025	0.05	0.08	0.1
Total length in ft.	2890	9760	1860	3320	2930

COST PER LINEAR FOOT LAID

Size of pipe, ins.	4	6	8	10	12
Pipe	$0.2360	$0.3780	$0.5350	$0.7470	$0.0100
Specials and valves	.0120	.0189	.0268	.0374	.0470
Hauling	.0056	.0078	.0011	.0145	.0190
Lead	.0020	.0330	.0500	.0630	.0750
Yarn	.0014	.0018	.0035	.0056	.0070
Trenching	.1240	.1210	.1287	.1480	.1902
Pipe-laying	.0370	.0346	.0313	.0542	.0463
Total	$0.4360	$0.5951	$0.7764	$1.0697	$1.3245

This work was done by laborers and men employed by the water company and does not include cost of superintendence. The 4-ft. cover over the pipe was in some cases exceeded. The digging was comparatively easy with little ground-water to bother. Mr. Tribus informs me that the wages paid were: Laborers, $1.25; pipe-haulers, $1.50, and calkers, $2.25, per 10-hour day.

Cost of Water-pipe Laid in a Southern City.—In *Engineering News*, March 30, 1893, C. D. Barstow gives very complete tables of cost of shallow trenching and pipe-laying in a Southern city, where negro laborers were used. From the data given by him I have compiled the following table of cost.

For the most part the trenches were 15 in. wide at bottom and 20 in. at top, and 3 ft. deep. Some trenching was done using a team on a drag scraper, 20 in. wid-
at top. After a rain, however,
advantage. In using a plow for
of chain are fastened to the en
more men ride the beam, in this way plowing may be done in a trench 4 ft. deep, one horse walking on one side and one on the other side of the trench. A blacksmith was kept busy sharpening

about 60 picks a day. There was a night-watchman. The pipe was distributed by contract at 34 cents per ton.

TABLE OF COST OF TRENCHING AND PIPELAYING IN THE SOUTH.

Wages per 10 hour day for negro laborers, $1 25; for calkers, $1.75, for white foreman, $3.00, for teams, $3 25, for horse ridden by boy, $1 50.

Job	A.	B.	C.	D	E	F.
Pipe, ins	10[1]		6	8	10	8[2]
Length, ft	11,000	6,000	6,215	11,352	2,639	21,856
Width trench, ft	2			..	. ...	....
Depth trench, ft	3 5	3	3	3	3	3
Material	[3]	[4]			. ....	.. *...
Number laborers digging	33	30	40	31	45	46
Number teams plowing				3½	5	2½
Team time, cts per ft				0 80	0 62	0.60
Labor, digging, cts per ft	6 66	2 74	5 19	2 68	2 12	4.00
Foreman, digging, cts ft	0 50	0 23	0 31	0 21	0 12	0.20
Labor, pipe-laying, cts ft	2 04		0 63	0 77	0 94	1 12
Foreman, pipe-laying, cts ft. .	0 39		0 17	0 21	0 18	0.24
Bell-hole digging, cts ft	2 70		0 77	0 98	0 03	1 16
Bell-hole digging, foreman, cts per ft	0 27		0 16	0 21	0 18	0 18
Calking, cts per ft	1 30		0 52	0 64	0 63	0 75
Backfill and tamping.						
Labor, cts per ft	4 32[3]	1 00[5]	1 01[6]	2 09	1 42[7]	0 05[8]
Foreman,* cts per ft	0 36	0 22	0 22	0 32	0 18	0 18
Team,* cts per ft			0 36			0 41
Horse ridden by boy, cts per ft			0 07		0 09	......
Total cost, cts per ft.	18 54	4 19	9 45	8 91	7 41	9 79

The lead and yarn consumed per foot of pipe (length 12 ft) was.

1 3 lbs of lead and 0.04 lb of hemp for 12-in pipe;
0.96 lb " " " 0 04 " " " " 10-in. "
0 95 " " " " 0 03 " " " " 8-in. "
0 66 " " " " 0 02 " " " " 6-in. "

Some 6000 ft of 2-in wrought-iron service pipe were laid in 2 ft. deep trenches at a trenching cost of 1.9 cts., laying 0.24 cts., backfilling 0.71 cts., without tamping.

		Men. Days	Cents per Linear Foot
Removing brick and concrete	Foreman	0.5	2.61
	Laborers	7.0	
Excavating trench	Foreman	0.5	6.30
	Laborers	18.0	
Backfilling and tamping well	Foreman	1.0	4.09
	Laborers	10.6	
Labor relaying concrete		7.8	2.61
" " bricks		4.5	4.59
Professional brick-pavers		4.0	
" brick-helpers		2.0	
Hauling away 23 loads surplus earth			1.23
15 cu yds sand cushion			4.02
1700 new bricks			6.92
18 bbls. cement to relay concrete.			6.20
Total			38.58

Cost of Taking Up an Old Pipe-line.—E. E. Fitzpatrick furnishes the following data relative to taking up more than 3 miles of pipe-line in Greenburg, Kansas. There were 10,200 ft. of 4-in. pipe, 4310 ft of 6-in, 2050 ft of 8-in, and 800 ft of 10-in. After digging the trenches the 8-in. and 10-in. pipes were raised a little and fires built under the joints until the pipe expanded; then the pipes were unjointed by working them up and down with a three-leg derrick. The 4-in. and 6-in pipes were raised bodily in long sections onto the bank, heated a little, and unjointed by means of jack-screws and clamps The time required to do all the trenching, backfilling, and unjointing was equivalent to the work of one man for 425 days; and, assuming wages at $1.50 a day, the cost was only 3¾ cts per foot of pipe

Cost of Subaqueous Pipe-laying.—A line of 12-in water-pipe was laid in a trench dredged across a river 500 ft. wide, as follows: The water in the river averaged 4 ft deep, and the trench was dug 6 ft deep, making a depth of 10 ft from water surface to bottom of the trench. To lower the pipe into the trench A-frame bents were built of 4×6-in. timber, the legs of the bents straddling the trench, and each pipe was supported by an iron rod passing through a hole bored in the horizontal member of the A frame. These rods were about 12 ft. long, ¾ in. diameter, and threaded their full length. Each rod was provided with a hook at its lower end to hook into an iron ring around the pipe The pipe was ordinary cast-iron pipe, and was leaded and calked while suspended from the A frames. Then it was the intention to lower the 500 ft. of

pipe all at one time by putting a man with a monkey-wrench at each rod, to give the nut on the rod a turn at a given signal from a whistle. There were 43 bents, 12 ft. apart, and it was decided that a force of 10 men could lower the pipe satisfactorily by giving a few turns of the nuts on 10 rods, then moving to the next 10 rods, and so on. Through carelessness or mischief, some of the men gave more turns to the nuts than the signals called for. This threw the weight of several pipes upon one or more rods, and broke one of them a

all the other r

into the river

in two anywhere, and only one joint showed any leakage when inspected immediately after the accident. This joint was calked by a man who dived down repeatedly, and struck a few blows each time. However, the diver was sent to examine every joint, and inspection showed the pipe-line to be intact from end to end. The cost of building the A frames, placing and calking the pipe-line, was as follows:

10 men, 3 days, at $1.75	$52.50
1 foreman, 3 days, at $3 00	9.00
10 men, 1	17.50
1 foremai	3.00
1 diver, 1	25.00
Traveling	15.00
Total for 516 ft. of pipe	$122.00

The above does not include the cost of the iron rods, nor the timber used in the bents, nor the building of a small raft from which to erect the A-frame bents.

From this experience I believe it would be safe to dispense with the threaded iron rods for lowering such a line of pipe. The pipe could be held just above the water surface by small manila ropes until calked. Then upon cutting one or two of the ropes the rest would break and allow the pipe to settle into the water. As the pipe-line is quite buoyant when filled with air it settles down gently upon the bottom of the trench. In case a break

pipe is lowered as above described, one flexible pipe-joint is usually provided at each end of the pipe-line.

Cost of Laying Pipe Across the Susquehanna.—James P. Herdic gives the following data relating to laying 10-in. iron pipe

across the Susquehanna River at Montoursville, Pa, a distance of 600 ft., the average depth of water being 13 ft. A ¾-in. manila rope was first stretched across the river, to act as a ferry-line for the scows. The scows were loaded with pipe. The crew of eight men and foreman were engaged 1 day in this preliminary work, and then laid the 600 ft. of pipe-line in the next 2½ days. One ball-and-socket joint was used to every six ordinary joints. The pipe-line was lowered between two scows by means of chain pulleys suspended from a heavy sawhorse that spanned the gap between the two boats. The pipe was laid in a gentle curve, bowed up-stream, so as to form an arch to resist the stronger currents.

In an instance on the Susquehanna River, also described in Gillette's excellent Handbook, where the current was sufficiently swift to swamp a scow if handled by the above method, the scow was held in the current at an angle to its flow, nose up-stream, ropes being anchored from bow and stern to nearest shore in such a manner that the force of the current kept the ropes taut. The pipe lay across the middle of the scow, which was moved out from under the line as fast as each joint was made up. Six common joints to each ball and socket were used.

Cost of Laying 6-in. Pipe Under Water.—Still another Gillette record is as follows: About 5100 ft. of 6-in. pipe were laid from the New Jersey shore to Ellis Island, the depth of water being from 10 to 17 ft. A trench was dug 5 ft. deep by 10 ft. wide in the mud, using a clam-shell bucket. Heavy pipe, weighing 800 lbs. per length, with Ward flexible joints was used. Two scows 26×80 ft. each were fastened together at a distance of 6 ft., and were provided with two skids of 10×10 timbers 55 ft. long, leading down between the scows to the bottom of the trench. The skids could be lowered in rough weather. Two lengths of pipe were placed by a derrick upon the skids at one time, these being made up, and the scows were warped ahead 24 ft. This work, with a force of ten laborers, two calkers, and one diver, required just one month.

Cost of Laying Pipe Across the Willamette River.—The *Engineering Record* of Sept. 19 and 26, 1897, records the laying of a 32-in. pipe across the Willamette River, Oregon: Two scows and an inclined cradle were used. The force was sixteen men and one diver. They laid 80 ft. of pipe per day in a trench 23 ft. below the surface of the water.

Designating Crosses.—In ordering reducing tees, it becomes necessary to name the run and outlet. Fig. 1 illustrates diagrammatically the run and outlet and shows the tee reducing on the outlet. Such a tee is read 2×1½ ins. The run is read first. In

ordering tees that reduce on the run we say $2 \times 1\frac{1}{2} \times 1\frac{1}{4}$ ins., as shown in Fig. II. Whenever both ends of the run are of the same size, but having the outlet larger, such a tee is called bull-head and is read $1\frac{1}{2} \times 2$ ins., as shown in Fig. III. It will be seen that when a tee reduces on the run, we will have three figures to specify; whereas, if a tee reduces on the outlet, we have but two figures to indicate. Thus, in tees reducing on the run, we have $\frac{1}{2} \times \frac{3}{8} \times \frac{1}{2}$ ins.; reducing an outlet, we have $1 \times \frac{3}{4}$ ins. In like manner, in ordering crosses,

Fig. I.

Fig. II.

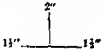


Fig. III.

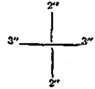


Fig. IV.

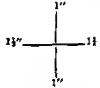


Fig. V.

the size of outlet or run must be particularly stated. A very important rule about crosses is as follows: The outlets of a cross are always of the same size, and indicated by the last figures. By referring to Fig. IV, it will be seen that the outlets are 2 ins., while the run is 3 ins.; but, since the outlets of a cross are always of the same size, it follows that a reducing cross must reduce on the run. A cross $1\frac{1}{2} \times 1\frac{1}{4} \times 1$ in. shows the outlets are 1 in., while the run is $1\frac{1}{2} \times 1\frac{1}{4}$ ins. It should be remembered that crosses are read on the run first and when reducing on the run three figures are to be mentioned; when reducing on the oulets two figures are to be indicated.

Lead-wool Joints.—The use of this material in the jointing of cast-iron pipe will be found under many conditions most convenient and satisfactory. The enormous strength of the joints [illegible] ...eous [illegible] ...vice. [illegible] ...nuch as they may be made up under water, and more especially because *of the tremendous flexibility rendered the pipe-line by their use;* in this connection experiments have shown a deflection in a bell-and-spigot joint of 16° 12′ without leakage under a pressure of 2000 lbs., effecting an excellent arrangement where any pipe-line is subject to vibrations, strains, or deflections. The joints are practically unaffected by the bending or settling of the pipe-line.

Lead wool is lead cut in fine fibers. These fibers are put into the joint in the same way as yarn. The lead is being calked from the yarn up, not only at the outside. The result is an absolutely tight, perfect joint that will never leak

The lead being calked in cold, obviates the loss in fit due to the shrinkage of the casting in the contraction of cooling. The following general claims are made for it

No melting of lead, no waste of material, calking may be done in wet grounds or on rainy days, joints may be made up and calked under water.

AMOUNT OF LEAD WOOL NECESSARY FOR VARIOUS JOINTS.

Size of joint	3"	4"	6"	8"	10"	12"	16"	20"	24"	30"	36"
Pounds of cast lead used .	5	6	9	13	17	20	30	40	65	90	103
Pounds of lead wool used . .			6	10	12	14	20	28	40	65	65

Owing to the fact that every ounce of lead that goes into the joint is calked by using lead wool, whereas the cast lead joint can be calked to the depth of about half an inch only, we advise the putting in of lead wool to the depth of

1¼ inch on all joints up to 6 inches.
1½ " " " " " " 12 "
1¾ " " " " " " 30 "

Concerning the cost of lead wool, which is about 12 cents per pound in ton lots, which would increase the cost considerably if the same quantity of lead wool were used It will be seen from the figures that this is not necessary and that the amount of lead wool necessary is a good deal less than that of cast lead

The strength of a lead-wool joint is immensely superior to any

Directions for Using Lead Wool.

No. 1 and 2 calking tools should be made with a dull triangular point instead of a square

Have one leg of the edge made slightly shorter than the other, and use the shorter end against the spigot. This will drive the lead well up into the crease.

The trimming tools remain square.

In calking joints with lead wool the most important point is to hammer in each layer of fibers as hard and tight as possible.

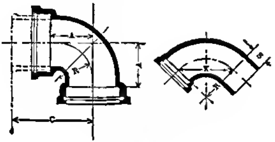
Unless the lead wool be calked solidly from the bottom up, it will not hold better than a cast joint.

Tar oakum is preferable to dry oakum, because the lead wool will better adhere to it.

The strands of lead wool are put in one at a time; each strand should be calked separately.

The lead wool need not extend beyond the crease. This means a great saving of lead. Up to the crease the joint is calked with yarn.

MAIN SPECIALS.

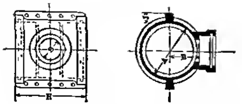


QUARTER BENDS

Size	Thickness of Metal	A	C	R
4	40	4 50	15 00	3 00
6	43	6 25	16 50	4 50
8	46	8 00	18 00	6 00
10	49	9 75	19 50	7 50
12	54	11 25	21 00	9.00
16	60	14 50	24 00	12.00
20	67	17 75	27 00	15 00
24	76	21 00	30 00	18 00

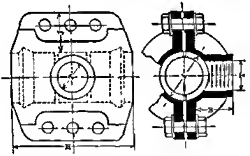
LARGE HUB AND SPIGOT QUARTER BENDS

Size	Thickness of Metal	R	S	K
24	76	30	12	42.4
30	88	36	12	50.9
36	99	48	12	67.9
42	1 10	60	12	84.8
48	1 26	66	12	93.32



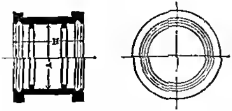
HUB SLEEVE

Size	Thickness	*A*	*B*	*H*	*J*	*S*
10× 4	49	12 10	6 55	15	3 00	4 00
10× 5	49	12 10	6 55	18	3 00	6 00
12× 4	54	14 20	7 64	15	3 00	4 00
12× 6	54	14 20	7 64	18	3 00	6 00
16× 6	60	18 30	9 80	18	3 75	6 00
16× 8	60	18 30	9 80	18	3 75	8 00
20× 6	67	22 59	11 97	18	3 75	6 80
20× 8	67	22 59	11 97	18	3 75	8 00
20×10	67	22 59	11 67	18	3 75	10 00



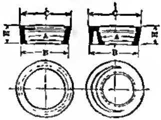
SERVICE SLEEVE

Size	Thickness of Metal	*A*	*B*	*H*	*J*	*T*
2	38	3 38	2 35	8	2.75	1 25
2	38	3 38	2 35	8	2.75	1.50
3	38	4 80	3 40	12	2.75	1.25
3	38	4 80	3.40	12	2.75	1 50
4	40	5 80	3.85	12	2.75	2 00
6	43	7 00	5 27	12	2 75	3 00
8	46	10 05	6 37	12	3 00	3 00



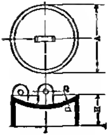
SOLID SLEEVE

Size.	Thickness of Metal	*A*	*H*
2	38	3 38	8
3	38	4 80	12
4	40	5 80	12
6	43	7 90	12
8	46	10 05	15
10	49	12 10	15
12	54	14 20	15
16	60	18 30	18
20	67	22 59	18
24	76	26 77	18
30	88	32 09	18
36	99	39 21	18
42	1 10	45 45	18
48	1 26	51 75	18



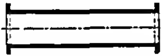
BUSHINGS

Size	*A*	*B*	*C*	*H*
6× 3	4 60	6 65	6 90	4 5
6× 4	5 80	6 65	6 00	4 5
8× 4	5 80	8 80	9 05	4 5
8× 6	7 00	8 80	9 05	4.5
10× 6	7 90	10 85	11.10	4.5
10× 8	10 05	10 85	11 10	4 5
12× 6	7 90	12 95	13 20	5 0
12× 8	10 05	12 95	13 20	5.0
12×10	12 10	12 95	13 20	5.0



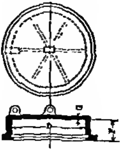
PLUGS.

Size.	A	G	H	Q
3	3 80	40	5.25	4.0
4	4 80	40	5 25	4.0
6	6 90	43	5 25	6 0
8	9 05	46	5 25	8 0
10	11 10	49	5 25	10 0
12	13 20	51	6 00	12 0
16	17 20	60	6 00	22 0
20	21 34	67	6 00	36 0
24	25 52	76	6 50	60.0
30	31 74	88	6 50	78 0
36	37 96	99	6 50	90 0
42	44 20	1 10	6 50	120 0
48	50 50	1 26	6 50	150 0



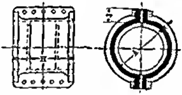
FLANGED PIPES

Size	Diameter, Flange	Thickness, Flange	Diameter, Bolt Circular	Number of Bolts	Size of Bolts	Thickness, Pipe
4	9 0	72	7 125	4	625	.40
6	11 0	77	9 125	4	625	.43
8	13 5	81	11 125	8	625	.46
10	16 0	86	13 75	8	625	.49
12	19 0	93	15 75	8	.625	54
16	22 5	1 00	20 00	12	750	60
20	27 0	1 00	24 50	16	750	67
24	31 0	1 125	28 50	16	.750	.76
30	37 5	1 25	35 00	20	.875	.88
36	44 0	1 375	41 25	24	875	99
42	50 75	1 56	47 75	28	1.00	1 10
48	57 00	1 75	54 00	32	1.00	1.26



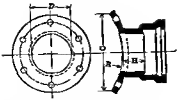
CAPS

Size	D	F	G
3	4 80	4 00	40
4	5 80	4 00	.40
6	7 90	4 00	.43
8	10 05	4 00	.46
10	12 10	4 00	.49
12	14 20	4 50	.51
16	18 30	4 50	.60
20	22 59	4 50	.67
24	26 77	5 00	76
30	32 99	5 00	.88
36	39 21	5 00	.99
42	45 45	5 00	1.10
48	51 75	5 00	1 26



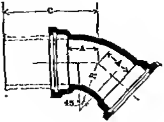
SPLIT SLEEVES

Size	Thickness, C	A	H	J	Number of Bolts	Diameter, Bolts
2	38	3 38	8 0	2 75	4	75
3	.38	4 80	12 0	2 75	6	75
4	40	5 80	12 0	2 75	6	75
6	43	7.90	12 0	2 75	6	75
8	46	10 05	15 0	3 00	8	75
10	49	12 10	15 0	3 00	8	75
12	.54	14 20	15 0	3 00	8	75
16	60	18 30	18 0	3 75	10	.875
20	67	22 59	18 0	3 75	10	875
24	.76	20 77	18.0	3 75	10	875
30	88	32.99	18 0	3 75	10	875
36	.99	39 21	18 0	1 50	10	1 00
42	1 10	45 45	18 0	4.50	10	1 00
48	1 26	51 75	18 0	4 50	10	1 00



HAT FLANGE

Size	Thickness of Metal	D	R	H	C
24× 6	43	6	13 0	4	13 50
24× 8	46	8	13 0	4	15 50
24×10	49	10	13 0	4	17 50
24×12	54	12	13 0	4	19 50
30× 6	43	6	16 0	4	13 50
30× 8	46	8	16 0	4	15 50
30×10	49	10	16 0	4	17 50
30×12	54	12	16 0	4	19 50
36× 6	43	6	19 25	4	13 50
30× 8	46	8	19 25	4	15 50
36×10	49	10	19 25	4	17 50
36×12	54	12	19 25	4	19 50
42× 6	43	6	22 37	4	13 50
42× 8	46	8	22 37	4	15 50
42×10	49	10	22 37	4	17 50
42×12	54	12	22 37	4	19 50
48× 6	43	6	25 5	4	13 50
48× 8	46	8	25 5	4	15 50
48×10	49	10	25 5	4	17 50
48×12	54	12	25 5	4	19 50

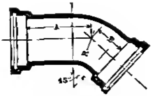


ONE-EIGHTH BEND.

Size	Thickness of Metal.	A	C	R
4	40	3 16	20 5	4
6	43	4 23	21 5	6
8	46	5 31	22 25	8
10	49	6 39	23 00	10
12	.54	7 22	24 00	12
16	60	9 12	25 00	16
20	67	11 03	27 25	20
24	76	12 94	29 00	24
30	88	15 67	31 50	30

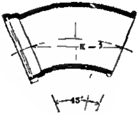
ONE-EIGHTH BEND.

Size	Thickness of Metal	A	R	Diameter, Flange	Thickness, Flange.
4	40	3 42	2	9	.72
6	43	4 23	3	11	.77
8	46	5 63	3	13 5	.81
10	49	5 44	4	16	.86
12	54	5 82	4	19	93
16	60	6 62	4	22 5	1 00
20	67	8 82	5	27	1.00
24	76	9 59	5	31	1.125
30	88	11 76	5	37 5	1.250
36	99	14 65	5 5	44	1 375
42	1 10	15 83	5 5	50 75	1 500
48	1 26	16 97	5 5	57	1.750



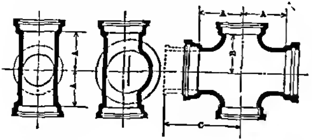
ONE-EIGHTH BEND.

Size	Thickness of Metal	A	B	R
4	40	13 65	3 15	4
6	43	14 48	4 23	6
8	46	15 31	5 31	8
10	49	16 14	6 39	10
12	54	16 97	7 22	12



ONE-EIGHTH BEND.

Size	Thickness of Metal	K	R
20	67	36 70	48
24	76	45 90	60
30	88	45 90	60
36	99	68 90	90
42	1 10	68 90	90
48	1 26	68 90	90

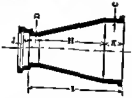


BELLS

Size	Thickness of Metal	Distance A	Distance B	Distance C	Diam	Depth	Ext. Diam.
4× 4	40	8	8	20	5 8	4 0	8.4
6× 4	43	8	8	20	7 9	4 0	10.7
6× 4	46	8	8	20			
8× 8	46	10	10	22	10 05	4 0	13.05
8× 6	43	10	10	22			
8× 4	40	10	16	22			
10×10	49	12	12	21	12 10	4.0	15.10
10× 8	46	12	12	24			
10× 6	43	12	12	24			
10× 4	40	12	11	24			
12×12	54	14	14	26	14 2	4 5	17.4
12×10	49	14	14	26			
12× 8	46	14	13	26			
12× 6	43	14	13	26			
12× 4	40	14	13	26			
16×16	60	17	17	29	18 3	4 5	21.9
16×12	54	17	17	29			
16×10	49	17	16	29			
16× 8	46	17	15 5	29			
16× 6	43	17	15 5	29			
20×20	67	19	19	31	22 59	4 5	26.0
20×16	60	19	19	31			
20×12	54	19	17	31			
20×10	49	19	17	31			
20× 8	46	19	16	31			
24×24	76	21	21	33	26 77	5.00	31.0
24×20	67	21	21	33			
24×16	60	21	21	33			
24×12	54	21	20	33			
24×10	49	21	19	33			

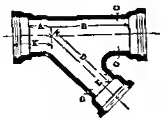
BELLS—*Continued*

Size	Thickness of Metal	Distance *A*	Distance *B*	Distance *C*	Diam	Depth	Ext Diam
0×30	88	26	26	41	32 99	5 00	37.6
0×24	76	23	24	36			
0×20	67	21	24	34			
0×16	60	19	24	29			
0×12	54	15	23	27			
6×36	99	29	29	44	39 21	5 00	44 21
6×30	88	26	27	41			
6×24	76	23	27	36			
6×20	67	21	27	34			
6×16	60	19	26	29			
2×42	1 10	32	32	47	45 45	5 00	51 05
2×36	99	29	30	44			
2×30	88	26	30	41			
2×24	76	23	30	36			
2×20	67	21	30	34			
8×48	1 26	35	35	50	51 75	5 00	57 75
8×42	1 10	32	33	48			
8×36	99	29	33	44			
8×30	88	26	33	41			
8×24	76	23	33	36			



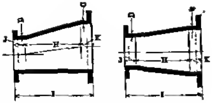
REDUCERS

Size	Thickness *C*	Thickness *D*	*H*	*J*	*K*	*I*
14× 6	57	46	20	4 0	8	32
14× 4	57	40	20	4 0	8	32
18×10	64	49	20	4 0	8	32
18× 8	64	46	20	4 0	8	32
24×12	76	54	26	3 5	8	37.5
30×24	88	76	26	3 0	8	37
30×20	88	67	26	3 5	8	37.5
30×16	88	60	26	3.5	8	37.5
36×30	99	88	32	3 0	8	43
42×36	1 10	99	32	3 0	8	43
48×42	1 26	1 10	32	3 0	8	43
54×48	1 35	1 26	32	3 0	8	43



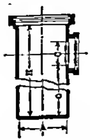
DIMENSIONS.

Size	Thickness C	Thickness G	E	A	B	D	K
4× 4	40	40	4	3 16	11 15	11.15	7.16
0× 6	43	43	6	4 25	15 50	15 50	8 25
0× 4	43	40	4	4.25	15 50	15.25	8.25
8× 8	40	46	8	5 31	10 30	10.30	0.31
8× 6	46	43	6	5 31	10 30	10.05	9.31
8× 4	46	40	4	5.31	10 30	18.80	0.31
10×10	49	49	10	6 75	22 75	22.75	10.75
10× 8	40	46	8	6 75	22 75	22.50	10.75
10× 0	49	43	6	6 75	22 75	22.25	10 75
10× 4	49	40	4	6 75	22 75	22.00	10.75
12×12	54	54	12	7 25	26 75	26 75	11.75
12×10	54	.49	10	7 25	26 75	26.75	11.75
12× 8	54	46	8	7 25	26 75	26.50	11.75
12× 6	54	.43	6	7 25	26 75	26.25	11.75
12× 4	54	.40	4	7.25	26 75	26 00	11.75
16×16	60	60	16	9 12	33 13	33 13	13 62
20×20	67	67	20	11 03	38 53	38 53	15.53
24×24	76	.76	24	13 00	43 00	13 00	18 00
30×30	88	88	30	13 75	52 50	52 50	18 75
36×36	99	.99	36	18 37	60 38	60 38	23 37
42×42	1 10	1 10	42	22.00	70 00	70 00	27.00
48×48	1 26	1 26	48	25.00	80 00	80 00	30.00



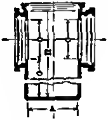
REDUCERS

Size.	Thickness C	Thickness D	H	J	K	I
5×4	43	40	7	2 5	2 5	12 0
8×6	46	43	7	2 5	2 5	12 0
8×4	46	40	15	2 5	2.5	20 0
10×8	49	46	7	2 5	2.5	12 0
10×6	49	43	15	2 5	2.5	20 0
10×4	49	40	23	2 5	2 5	28 0
12×10	54	49	7	3 0	2.5	12 5
12×8	54	46	15	3 0	2 5	20 5
12×6	54	43	23	3.0	2 5	28 5
16×12	60	54	15	2 5	2 5	20 0
16×10	60	49	24	3 0	2 5	29 5
16×8	.60	46	32	3 0	2 5	37 5
20×16	.67	60	16	2 5	2 5	21 0
20×12	.67	54	32	2 5	2 5	37 0
20×10	.67	49	40	3 0	2 5	45 5
24×20	76	67	14 5	3 5	3 0	21 0
24×16	76	60	30 5	3 5	3 0	37.0
30×24	.88	76	24 0	3 0	3 0	30 0
30×20	88	67	39 0	3 5	3 0	45 5
36×30	.99	88	24 0	3 0	3 0	30 0
36×24	.99	76	48 0	3 0	3 0	54 0
42×36	1.10	99	24 0	3 0	3 0	30 0
42×30	1.10	88	48 0	3 0	3 0	54.0
48×42	1 26	1 10	24 0	3 0	3 0	30.0
48×36	1.26	99	48 0	3 0	3.0	54.0



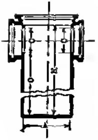
HOLDER DRIPS

Size	Thickness of Metal.	A	O	H	C
4	57	14	49 00	54	4
6	.57	14	47 00	54	6
8	.64	18	45 00	54	8
10	.64	18	43 00	54	10
12	.76	24	46 81	60	12
16	.88	30	54 75	72	16
20	88	30	50 50	72	20
24	.88	30	46 38	72	24
30	.99	36	51 38	84	30
36	1.10	42	45.38	84	36
42	1.26	48	45.38	90	42
48	1 35	54	39 25	90	48



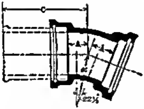
YARD DRIPS

Size	Thickness of Metal	A	O	H	C
4	57	14	49 00	54	4
6	.57	14	47 00	54	6
8	.64	18	45 00	54	8
10	.64	18	43 00	54	10
12	.70	21	40 81	60	12
16	.88	30	54 75	72	16
20	.88	30	60 50	72	20
21	.88	30	40 38	72	24
30	.99	36	51 38	84	30
36	1 10	42	45 38	84	30
42	1.20	48	45 38	90	42
48	1.35	54	39 25	90	48



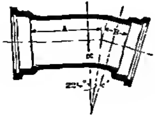
LINE DRIPS.

Size.	Thickness of Metal	A	O	H	C
4	.54	12	13 00	18	4
6	.54	12	21 00	28	6
8	.54	12	23 00	32	8
10	.60	16	25 00	36	10
12	.60	16	26 81	40	12
16	.67	20	26 75	44	16
20	.76	24	26 56	48	20
24	.88	30	26 38	52	24
80	.09	36	25 38	58	30
36	1 10	42	25 38	64	36
42	1 26	48	25.38	70	42
48	1 35	54	25 25	76	48



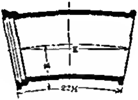
ONE-SIXTEENTH BEND.

Size.	Thickness	A	C	R
4	.40	2 67	20 25	6
6	.43	3 50	20 76	9
8	.46	4 34	21 25	12
10	.49	5 17	22 00	15
12	.54	5 76	22 50	18
16	.60	7.18	23.75	24
20	.67	8.60	24.75	30
24	.76	10.02	26.00	36
30	.88	12 02	27.75	45



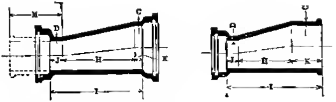
ONE-SIXTEENTH BEND.

Size.	Thickness.	*A*	*B*	*R*
4	40	14 70	2 69	6
6	43	15 53	3 53	9
8	46	16 38	4 38	12
10	49	17 25	5 22	15
12	.54	17 81	5.81	18



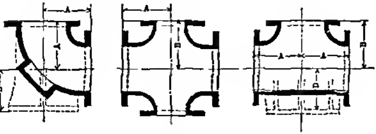
ONE-SIXTEENTH BEND.

Size.	Thickness	*K*	*R*
20	67	37 50	96
24	76	46 80	120
30	88	46 80	120
36	99	70 20	180
42	1 10	70 20	180
48	1 26	70 20	180



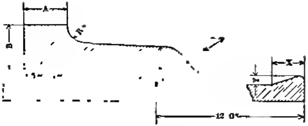
REDUCERS

Size.	Thick-ness *C*	Thick-ness *D*	*H*	*J*	*K*	*I*	*M*	*K*	*I*
4× 3	40	40	7 0	2 5	2 5	12 0	6 5	6 5	16 0
6× 4	43	40	7 0	2 5	2 5	12 0	6 5	6 5	16 6
6× 3	43	40	12 0	2 5	2 5	17 0	6 5	6 5	21 0
8× 6	46	43	7 0	2 5	2 5	12 6	6 5	6 5	16 0
8× 4	46	40	15 0	2 5	2 5	20 0	6 5	0 5	21 0
10× 8	49	46	7 0	2 5	2 5	12 0	6 5	6 5	16 0
10× 6	49	43	15 0	2 5	2 5	20 0	6 5	6 5	24 6
10× 4	49	40	23 0	2 5	2 5	28 0	6 5	6 5	32 0
12×10	54	49	7 0	3 0	2 5	12 5	7 0	7 0	17 0
12× 8	54	46	15 0	3 0	2 5	20 5	7 0	7 0	25 0
12× 6	54	43	23 0	3 0	2 5	28 5	7 0	7 0	33 6
16×12	60	54	15 0	2 5	2 5	20 0	7 0	7 0	24 5
16×10	60	49	24 0	3 0	2 5	29 5	7 6	7 0	34 0
16× 8	60	46	32 0	3 0	2 5	37 5	7 0	7 0	42 0
20×16	67	60	16 0	2 5	2 5	21 0	7 0	7 0	25 5
20×12	67	54	32 0	2 5	2 5	37 0	7 0	7 0	41 5
20×10	67	49	40 0	3 0	2 5	45 5	7 0	7 0	50 0
24×20	76	67	14 5	3 5	3 0	21 0	8 0	8 0	26 0
24×16	76	60	30 5	3 5	3 0	37 0	8 0	8 0	42 0
30×24	88	76	24 0	3 0	3 0	30 0	8 0	8 0	35 0
30×20	88	67	39 0	3 5	3 0	45 5	8 0	8 0	50 5
36×30	99	88	24 0	3 0	3 0	30 0	8 0	8 0	35 0
36×24	99	76	48 0	3 0	3 0	54 0	8 0	8 0	59 0
42×36	1 10	99	24 0	3 0	3 0	30 0	8 0	8 0	35 0
42×30	1 10	88	48 0	3 0	3 0	54 0	8 0	8 0	59 0
48×42	1 26	1 10	24 0	3 0	3 0	30 0	8 0	8 0	35 0
48×36	1 26	99	48 0	3 0	3 0	54 0	8 0	8 0	59 0



FLANGES.

Size.	Thickness of Metal.	Distance A	Distance B	Distance D	Outside Diam	Finished Thickness	Diam. Bolt Cir	No. of Holes	Size, Holes.	R	Bolts.
4×4	.46	6	6	7	9	72	7 125	4	¾	2	⅝×2½
6×6	43	8	8	8	11	77	9 125	4	¾	3	⅝×2½
6×4	43–40	8	8	8							
8×8	46	10	10	9 25	13 5	81	11 125	8	¾	3	⅝×2½
8×6	46–43	10	10								
10×10	49	11	11	10 50	16	86	13 75	8	¾	4	⅝×2½
10×8	49–46	11	11								
10×6	49–43	11	11								
12×12	54	12	12	11 0	19	93	15 75	8	¾	4	⅝×2½
12×10	54–49	12	12								
12×8	54–46	12	12								
16×16	60	14	14	15 25	22 5	1 0	20 0	12	⅞	4	¾×3
16×12	6–54	14	14								
16×10	6–49	14	14								
20×20	67	18	18	16 75	27	1 0	24 5	16	⅞	5	¾×3
20×16	67–6	18	18								
20×12	67–54	18	18								
24×24	76	20	20	18 75	31	1 125	28 5	16	⅞	5	¾×4
24×20	76–67	20	20								
24×16	76–60	20	20								
30×30	88	24	24	22	37 5	1 25	35 0	20	1	5	⅞×4
30×24	88–76	24	24								
30×20	88–67	24	24								
36×36	99	29	29	25 5	44	1 375	41 25	24	1	5 5	⅞×4
36×30	99–88	29	29								
36×24	99–76	29	29								
42×42	1 10	32	32	29	50 75	1 56	47 75	28	1⅛	5 5	1×4
42×36	1.1–99	32	32								
42×30	1.1–88	32	32								
48×48	1 26	35	35	33	57	1 75	54 0	32	1⅛	5 5	1×4
48×42	1 26–1 1	35	35								
48×36	1.26–99	35	35								



STANDARD STRAIGHT PIPE

Size.	Thickness	Ext Diam	Diam, Socket	Depth, Socket	*A*	*B*	*C*	*L*	Weight, Foot	Weight, Length.
4	40	4 80	5 80	4 00	1 50	1 30	65	0 50	19 0	228
6	.43	6 90	7 90	4 00	1 50	1 40	70	0 50	30 0	360
8	46	9 05	10 05	4 00	1 50	1 50	75	0 50	42 0	504
10	49	11 10	12 10	4 00	1 50	1 50	75	0 50	55 8	670
12	54	13 20	14 20	4 50	1 50	1 60	80	0 50	72 5	870
16	60	17 20	18 30	4 50	1 75	1 80	90	55	108 3	1300
20	67	21 34	22 50	4 50	1 75	2 00	1 00	625	150 0	1800
24	.76	25 52	26 77	5 00	2 00	2 10	1 05	625	204 2	2450
30	88	31 74	32 99	5 00	2 00	2 30	1 15	625	291 7	3500
36	09	17 96	39 21	5 00	2 00	2 50	1 25	625	391 7	4700
42	1 16	44 20	45 45	5 00	2 00	2 80	1 40	625	512 5	6150
48	1 26	50 50	51 75	5 00	2 00	3 00	1 50	625	666 7	8000

CHAPTER XIV.

SERVICES.

Sizes.—Services for an ordinary dwelling within 40 ft. of a street-main should never be smaller than 1 in; but it is better practice to run services not smaller than 1¼-in. pipe. The very small increase in cost of service is vastly offset by the saving in efficiency and attention required to maintain it in proper condition, for, aside from its actual capacity for transmitting gas, a small amount of water, naphthalene, or other deposit which would hardly be noticed in a 1¼-in. pipe would seriously affect the flow of gas through a ¾-in. pipe. For large buildings, an estimate of its consumption capacity should be made, and a calculation mada from that as to the size of pipe suitable, the calculation being made either by consulting a table or working out the problem by the regular formula for the flow of gases.

When service-cocks are used at the curb, they should be inspected at least once a year, to see that they are in good working order and that the stop-boxes are clean, and the cocks easily accessible. All services should have these curb-boxes, and where such have been omitted they should be cut in, as they are of vital importance in case of fire and other discontinuance of service.

Tapping.—Leaks in piping are most readily located by the introduction into the pipe of essence of peppermint, wintergreen, ether, or pennyroyal with an air-pump. This essence is disseminated by air pressure through the pipe system. The general locality of the leak being indicated by the escaping odor, which may be more immediately localized by the use of heavy soap-suds put on with a camel's-hair brush, the escaping air being indicated by numerous fine bubbles.

Generally in making the tap it should be made in the upper side of the main, using a street L or better still a street T, with a plug for making the connections, the connections being thoroughly white- or red-leaded.

It should be borne in mind not to tap too large a service directly

into too small a main. The largest service permissible for tapping direct into a main is as follows:

In a 3-in. main, a 1-in. service-tap.
" " 4-in " " $1\frac{1}{4}$-in. "
" " 6-in " " $1\frac{1}{2}$-in. "

In attaching a 1-in. service-tap to a 3-in. main it is well to tap the main only $\frac{3}{4}$ in, using an increaser or reducer In case, however, it is necessary to connect larger services with the main, two or more taps may be made (staggered) and connected into a header, or a split-sleeve may be used and the connection made into it It is a rule with many gas companies to make the tap for all instances one size less than the size of the service to be run. Where a split sleeve is used a hole corresponding with the size of the service is tapped concentrically with a smaller hole in the main over which it is clamped

Small gas companies from reasons of economy, frequently omit service- or curb-cocks on services under 2 in The use of this cock is, however, better practice

Coating.—The question as to whether or not wrought-iron service-pipes should be coated depends largely upon the character of soil through which they run It is certain, however, that in the neighborhood of ice-cream saloons, fish-markets, and localities where the pipe must be exposed through areaways, etc., galvanized iron should be used. The following is a recipe for pipe-coating used by one of the large western gas companies and which can be recommended by the writer.

"Bring a kettle of tar (20-gallon) to a low boiling-point and add 20 pounds of fresh-slaked lime, sifted over the top and worked

gallons of the above mixture add 4 pounds of crude rubber dissolved in turpentine to the consistency of thick cream. Heat the mixture to about 100 deg Fahr. and immerse the service-pipe, heated to about the same temperature"

A V-shaped trough will be found convenient for dipping these pipes, although it is better to apply the mixture with a heavy brush, unless the ends of the pipe are capped, as the mixture should be excluded from the interior of the pipe. In making joints care should be taken to see that the threads of the service are free from coating.

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Proper cards should be made out for all services and should be indexed and filed. These cards should form a perpetual record, beginning at the installation of the service, showing location, dimensions, cost, etc., to which should be added notes of all repairs, renewals, extensions, and further work.

[illegible] mains, as is the case where [illegible] old ones, the usual prac- [illegible] int with such service, one [illegible] of the pipe, [illegible] joints made [illegible] convenient being what are known as long-screws or running threads, of which the last named are generally the best, although under some conditions flanged joints or "unions" may be used. Care should be taken where services drip or slope back toward the main that this drip be not affected by the increased diameter of the main.

Freezing.—In putting in gas-piping that will be exposed to extreme cold, such as the risers of street-lamps, mains crossing bridges, and services entering houses, obstructions in pipes from frost may be prevented, either by enlarging the portion of the pipe in which the frost tends to accumulate to a sufficient extent to permit the passage of gas of an adequate amount, after the frost has accumulated on the interior sides of the pipe to a thickness sufficient to form a non-conductor of heat and thereby preventing further formation, or by covering the pipe with some non-conductor which prevents the reduction of the passing gas to a frost temperature. The first arrangement is perhaps preferable, the enlargement of pipes to about two sizes larger generally being found sufficient. It is necessary sometimes when the size of the pipe, as in the case of *16- to 20-in.* mains, would render this impracticable, to place hand-holes, T's, or cleanouts in such locations as may be convenient for removing such stoppage after its formation.

Attention has been called to the removal of burrs, left by roller-cutters, from the interior of pipe. This is extremely important, and all wrought-iron pipe after being cut should invariably be renewed, as such burrs not only materially reduce the capacity of the pipe, but form a trap and bearing for the accumulation of all manner of stoppage A practical fitter who has given the matter careful study has proved by actual measurement that in smaller pipes, ¾-in. to 2-in., these burrs will reduce the area all the way from 3.1 to 30.4 per cent., with an average reduction in the range of sizes of 15.25 per cent. Many theoretically good steam and hot-water jobs fail of practical results from no other reason than that the fitter neglected to remove the burrs from the pipe. Not only does the collection of sediment about the burrs choke up the pipe,

but they arrest the flow of water, causing it to stagnate and corrode the pipe at the joints Gas-service pipes are small in diameter, and burrs left by cutting-wheels reduce the area from 16 to 30 per cent. To maintain effective pressure it is almost imperative that these pipes be reamed

Forcing-jacks.—The Barrett horizontal jack may be used to considerable advantage for forcing pipe through earth in place of digging a trench for short distances in sandy or clayey soils which are free from stone or other obstruction They may also be used in forcing pipe under sidewalks and for short distances where tun-

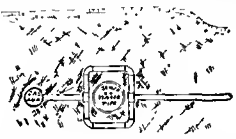

FIG. 42—Scotch Yoke for By-passing Obstructions when Laying Services.

neling is inconvenient. For a long run, however, this practice is

experiments conducted by himself, in which he exposed a number of plates of

the action of

of one year

	Loss by Corrosion			
	Sea-water	Fresh water	Weather	Average
Wrought iron	100	100	100	100
Soft steel	114	94	103	103
3 per cent nickel steel	83	80	67	77
25 per cent nickel steel	32	32	30	31

Professor R. H. Thurston, from his tests and observation of these materials in practice, concludes on the whole that steel resists corrosion better than iron.

Proper cards should be made out for all services and should be indexed and filed. These cards should form a perpetual record, beginning at the installation of the service, showing location, dimensions, cost, etc., to which should be added notes of all repairs, renewals, extensions, and further work.

In connecting old services with new mains, as is the case where larger mains are run to take the place of old ones, the usual practice is to make the final or connection joint with such service, one which can be made without turning either of the runs of the pipe, which are connected together. There are several such joints made and used with wrought-iron or steel pipe, the most convenient being what are known as long-screws or running threads, of which the last named are generally the best, although under some conditions flanged joints or "unions" may be used. Care should be taken where services drip or slope back toward the main that this drip be not affected by the increased diameter of the main.

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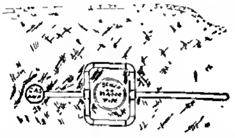


Scotch Yoke

FIG 42.—Scotch Yoke for By-passing Obstructions when La-

neling is inconvenient. For a long run, however, this dangerous, there being an opportunity for the pipe to

of one year each The results are summed up as follows:

	Loss by Corrosion		
	Sea-water	Fresh water.	Weather
Wrought iron	100	100	100
Soft steel	114	91	103
3 per cent nickel steel	83	80	67
25 per cent nickel steel	32	32	30

Professor R. H. Thurston, from his tests and obser- these materials in practice, concludes on the whole that corrosion better than iron

Fittings.—The greatly increased use of high-pressure tems throughout the country has made necessary the u fittings, especially for service connections, with wrought-

FIG. 44.—Method of Connecting High-pressure Service with Main.

STANDARD DIMENSIONS OF WROUGHT-IRON AND STEEL STEAM-, GAS-, AND WATER-PIPE.

Diameter			Nominal Thickness	Circumference		Transverse Areas			Length of Pipe per Square Foot of		Length of Pipe Containing One Cubic Foot	Nominal Weight per Foot	Number of Threads per Inch of Screw.
Nominal Internal	Actual External Diameter	Approximate Internal Diameter		External	Internal	External	Internal	Metal	External Surface	Internal Surface			
In	Inches	Inches	Inches	Inches	Inches	Sq In	Sq In	Sq In	Feet	Feet	Feet	Pounds	
1/8	405	27	068	1 272	848	129	0573	0717	9 44	14 15	2513.	241	27
1/4	54	364	088	1 696	1 144	229	1041	1249	7 075	10 49	1383 3	42	18
3/8	675	494	091	2 121	1 552	358	1917	1663	5 657	7 73	751 2	559	18
1/2	84	623	109	2 639	1 957	554	3048	2492	4 547	6 13	472 4	837	14
3/4	1 05	824	113	3 299	2 589	866	5333	3327	3 637	4 635	270	1 115	14
1	1 315	1 048	134	4 131	3 292	1 358	8626	4954	2 904	3 645	166 6	1 668	11½
1¼	1 66	1 38	14	5 215	4 335	2 164	1 496	668	2 301	2 768	96 25	2 244	11½
1½	1 9	1 611	145	5 969	5 061	2 835	2 038	767	2 61	2 371	76 66	2 678	11½
2	2 375	2 067	154	7 461	6 491	4 43	3 356	1 074	1 608	1 848	42 91	3 609	11½
2½	2 875	2 468	204	9 032	7 753	6 492	4 784	1.708	1 328	1 547	30.1	5.739	8
3	3 5	3 067	217	10 996	9 636	9 621	7 388	2 243	1 091	1 245	19 5	7.536	8
3½	4	3 548	226	12 566	11 146	12 566	9 887	2 679	.955	1.077	14 57	9.001	8
4	4 5	4 026	237	14 137	12 648	15 904	12.73	3 174	849	949	11 31	10.665	8
4½	5	4 508	246	15 708	14 162	19 635	15 961	3.674	764	.848	9.02	12.49	8
5	5.563	5 045	259	17 477	15 849	24 306	19 99	4 316	687	.757	7.2	14.502	8
6	6 625	6 065	28	20 813	19 054	34.472	28 888	5 584	.577	63	4 98	18.762	8
7	7 625	7 023	301	23.955	22 063	45.664	38 738	6 926	.501	544	3.72	23.271	8
8	8 625	7.982	322	27 096	25.076	58 426	50.04	8.386	.443	.478	2.88	28.177	8
9	9 625	8 937	344	30.238	28 076	72.76	62 73	10 03	.397	.427	2.29	33 701	8
10	10 75	10 019	366	33 772	31.477	90 763	78.839	11.924	355	382	1 82	40 065	8
11	11.75	11.	...	36 914	34.558	108 434	95 033	13.461	325	.317	1.51	45.028	8
12	12.75	12.	...	40 055	37.7	127 677	113 098	14.579	.299	319	1 27	48.985	8

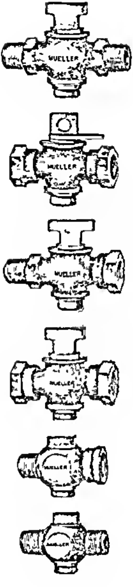


FIG. 43.—Typical High-pressure Cocks.

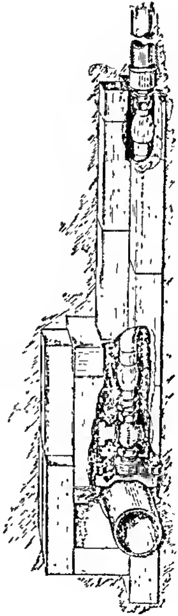


FIG. 44.—Method of Connecting High-pressure Service with Main.

steel pipe. These connections are special patterns and are usually tested under 150 lbs. of air pressure.

The clamps are especially galvanized, and the fittings made of

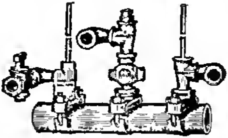


FIG. 45.—High-pressure Cocks Connected in Service-clamps.

material and composition adapted to this class of work, the keys having greater lap and the bodies being carefully ground and oil-polished.

Fig. 45 shows a number of these connections, they being made preferably with a swing-joint. A wooden plug is shown inserted in the hole in the main through the fittings which prevents the escape of gas while the service is being completed, after which it can be removed and the fittings permanently plugged

Should it become necessary at any time to remove the service-clamp from the main, a wooden plug may be again inserted and the clamp removed without further escape of gas.

Fig. 43 indicates a number of fittings used in this connection,

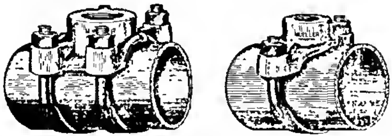


FIG 46 —Types of Mueller Century Service-clamp.

especially manufactured for the purpose, and Fig. 49 indicates the Mueller High-pressure Gas-main Drilling-machine, operating lon boring-bars, so that the hole in the main may be drilled through either the clamps illustrated in Figs. 46 and 47, or through any of the fittings of Fig. 43.

This is of especial advantage where exceedingly high pressure

is used, it being good practice to use gas-service cocks in connection with the clamps and tees, both to prevent the escape of gas

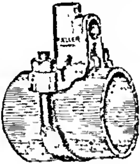


Fig 47.—Combined High-pressure Clamp and Service Tee

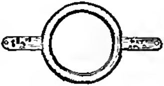


Fig 48.—Lead Gasket Filling under Saddle of Service-clamp

and to enable at all times uninterrupted access in the construction or maintenance of the service.

The writer believes that the double clamp, illustrated in Fig.

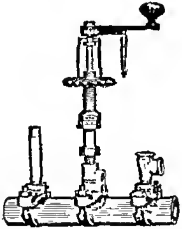


Fig 49.—Mueller High-pressure Tapping-machine.

... ice-cock, illustrated

... ure of over 20 lbs, extra-heavy wrought-iron pipe or steel pipe, together with extra-heavy fittings, should be used This is not so much by reason of its safe working-pressure as by the saving in leakage and rigidity attained.

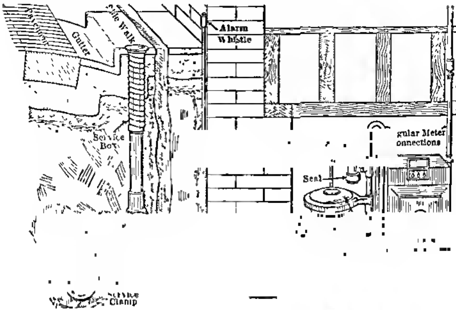


FIG. 50.—General Scheme for High-pressure Service Connection.

seal by-pass the gas passes through a regular goose-neck meter connection into the meter and from thence into the main riser of the house pipe.

CHAPTER XV.

CONSUMERS' METERS.

Testing.—All meters, when received from the factory, should be proved before being placed in service. The rating of consumers' meters, as to capacity, is three times its rated capacity of 6 cu. ft. of gas consumption per burner-hour, thus we have in a three-light meter about $3 \times 3 \times 6 = 54$ cu ft per hour In addition to the original test and such test as may be occasioned through complaints and contested bills, each meter should be tested whenever removed and brought to the shop and a record concerning such test be duly filed. Periodically these files should be gone over numerically and all meters which have not been tested within a period of 3 years should be brought to the shop and duly proved. It is good practice to permit a meter to remain in the shops at least 12 hours before proving, in order that there may be an equalization of temperature.

All meters showing a deviation by the prover-test of 2 per cent., either fast or slow, should be corrected or returned to the factory for repairs Test each meter with gas to see that it registers with a very small consumption (called "check-test"), using a flame not larger than a dime, after which turn off the flame, leaving gas-pressure on meter; this is for detecting any holes in the dia-

The third test is the regular one on the prover When tests are made with the cover on the meter they should be for not less than two revolutions of the test-hand. When the cover is off a satisfactory test can be made with one revolution, this being made by both the "open" and "check" test. Meters showing a variance within 4 per cent. can generally be regulated in the shop, but for more than that amount it is good practice to return them to the factory.

In making the prover-test care should be taken that the water in the prover and the air in the room are at an identical temperature. Make sure that the connections of the prover are perfectly tight, and then allow a cubic foot or more of air to pass through the meter, stopping with the pointer on the test-dial exactly at a division mark, then carefully adjust the pointer on the holder to zero, turn on the air to the meter and make one more complete revolution of pointer on dial, stopping precisely at the point started from. The error corresponding to the discrepancy between the meter and the prover can then be calculated.

Capacities.—The following table is given by the gas educational trustees of the American Gaslight Association as the average capacity of the number of gas-meters resulting from a series of tests of several makes.

CAPACITY OF GAS METERS

Size Meter	Capacity in Cubic Feet per Hour with Loss of Pressure of $\frac{3}{10}$ in	Capacity in Cubic Feet per Hour with Loss of Pressure of $\frac{5}{10}$ in
3-light	40	55
5-light	50	75
10-light	80	120
20-light	115	160
30-light	175	270
45-light	215	315
60-light	330	475
100-light	335	600
150-light	..	1015
300-light	..	1635

It is important that all consumers' meters not in use should be carefully corked so as to make them air-tight in order to prevent the drying of the diaphragms. These corks should also remain in when the meters are shipped to the repair shops. Every consumer's meter, when set, should be carefully supported in position by a bracket, and in no case should it be allowed to hang on its own connections.

Meters should be badged immediately when purchased and their identity established by recording them in a meter-record book or card system with index. This is of the utmost importance. In the case of a condemned meter, or one otherwise destroyed, a proper note should be made, embracing all details upon this register.

In shipping meters back to the repair shop an invoice should be inclosed giving description of each meter and the reading of the

index. The returns made by the repair shop should be carefully preserved. Every meter should thus *be accounted for either as set (as shown by route book and consumer's ledger), in stock, sent away for repairs, destroyed, or condemned.* With the meter-badges on hand this should account for the whole number of badges. As a general rule all meters not being used should be removed and put in stock.

Meter Connections.—Meter connections should be made of uniform length so that they will be interchangeable. They should not be too short, as they are then hard to bend without buckling. A good length for the smaller sizes is 12 in. and for the larger sizes 14 in., 16 in., and 18 in. When a meter is removed for an indefinite period the lead connections and cock should be removed and the service and riser capped or plugged. Meter connections should be made as follows:

SIZE OF METER CONNECTIONS

Size Meter	Diameter of Iron Pipe Inch	Diameter of Cock Inch	Diameter of Lead Pipe Inch
3-light	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{5}{8}$
5-light	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$
10-light	1	1	1

Meters rated at 30 lights and over should be provided with screw connections instead of lead. Only standard connections

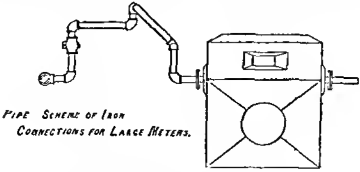


FIG. 51.—Iron Meter Connection.

should be used and a set of hard-brass standard gages should be provided in every meter-shop. All new meters and unions should

that there is considerable difference between the "open" test and the "check" test—the latter being the test of the meter under only a small portion of its capacity. The check test is invariably the most exacting, putting a severer requirement upon the meter and thereby developing more fully the presence of any internal leaks.

portunity for
wear or any
anifested.

In addition to the regular consumer's meter a complaint meter is manufactured by the Maryland Meter Co. It will be found of considerable use in checking up complaint bills, locating hour of peak-load in certain buildings, and as a "tell-tale" (Fig. 53, page 212).

In addition to this, every gas company should be equipped with one or more wet- or test-meters (Fig. 52), which will be found of service in all sorts of portable testing, settlement of complaints, determination of leaks, etc. Its minute subdivision of scale makes it of great value in this line.

Another reason for the difference in registration in the "open" and "check" test of consumer's meter is probably a difference in the distension of the diaphragm-skins during the tests, the distension generally being greater during the open than the check test. This discrepancy should not vary over 0 03 per cent. either way; it may usually be corrected by softening the solder with a hot iron and moving the tangent slightly on its axis, the difference in the axis of the tangent compensating for this irregularity in the skins, which difficulty becomes more marked, as they harden from age, oxidation, or condensation

Since the days of Glover, there has been but little change in the type and manufacture of the consumer's meter. The inaccuracies due to water evaporation, the corroding action of the various elements upon the metal material, together with the facility with which the wet-meter could be "doctored," has practically put that type of meter out of current use. There is perhaps no other mechanism of its class which has endured the test of time with so little change in its original design as the dry-meter, which is practically identical in construction as manufactured both in this country and abroad.

The most radical departure from the orthodox standard in this line has been made by the H. H Sprague Co. of Bridgeport, Conn., whose meter has now stood the test of service for some three years. The Sprague Co. furnish nipples and unions, which make

their meters adaptable to any class of standard connections, thereby making them interchangeable with the older types. Their No. 1 meter has the capacity of the 3-, 5-, and 10-light, old style, while the No. 2 is equal to the former 30-light, other sizes are now in process of design.

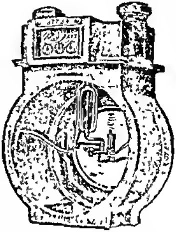


Fig. 55.—The Sprague Meter of Bridgeport, Conn.

Meter-testing Corrections.—In using a small gas-holder or prover it is often found that the temperature of the gas passing through the meter is greater or less than that found in the holder, and this may make some difference where accurate work is desired. For example, the following table shows the percentage increase in volume of gas at various temperatures over that at freezing; it was compiled from English figures. Hence, for ordinary purposes and ordinary temperatures, corrections may be made on the assumption that 4° Fahr. increase or decrease in the temperature of air or gas produces 1 per cent. variation in the volume of such air or gas, or 1° produces a difference of 0.0025 per cent.

Temperature in Fahrenheit's Scale	Percentage of Expansion	Temperature in Fahrenheit's Scale	Percentage of Expansion	Temperature in Fahrenheit's Scale	Percentage of Expansion
31.40	0	54.33	5.5	74.30	11.0
33.54	0.5	56.24	6.0	75.94	11.5
35.70	1.0	58.12	6.5	77.23	12.0
37.84	1.5	60.02	7.0	78.81	12.5
39.91	2.0	62.00	7.5	80.40	13.0
42.05	2.5	63.77	8.0	81.94	13.5
44.17	3.0	65.63	8.5	83.44	14.0
46.22	3.5	67.43	9.0	84.88	14.5
48.25	4.0	69.18	9.5	86.39	15.0
50.32	4.5	70.90	10.0	87.83	15.5
52.36	5.0	72.60	10.5	89.20	16.0

Thus if the holder temperature is 59°, that of the meter 61°, when the meter registers 5 cu. ft., the holder indicates 4.9 cu. ft. Then $4.9 \times 2 \times 0.0025 = 0.025$, which must be added to the holder indication, making 4.925 cu. ft., which is 0.075 cu. ft. fast, or 1.42 per cent. If the temperature of the meter is the lower, the correction for the volume must be subtracted instead of added to get the correct holder indication.

CHAPTER XVI.

PRESSURE.

THE question of pressure is one which must be determined solely from local conditions, the basis of which must necessarily be the extreme terminus of the distribution system, or, in other words, the minimum pressure must be the unit from which all calculations are to be made

Adequate Pressure.—Pressure can at all times be reduced

outlet of the holder On the other hand, the loss of pressure due to friction is enormous, which reduction is materially increased by sharp bends in the pipe-line The initial pressure, therefore, must be governed by the minimum pressure allowable or the pressure that is necessary to deliver in the most remote sections of the system.

Loss of pressure through friction can, of course, be largely obviated by increasing the diameter of the main, the capacity of gas-pipes varying as the square root of the fifth power of the diameter. The most convenient way for maintaining an equalized pressure throughout an entire system is to establish a series of testing-stations, or of locating Bristol recording gages in various localities and observing from these the minimum pressure prevailing at "peak of load" hours

In using the expression "minimum pressure" the writer means the peak of the load-line as observed on a Bristol chart during the heaviest day's consumption during the year A record of these tests should be kept from year to year, as an increase of consumption in any district, or other district adjacent or connected thereto, will cause so material a drop in pressure as to seriously affect the service, and if a comparison is kept up throughout the lighter burning months, together with previous records, such a drop may be anticipated and larger mains, or other expedients such as cross

the tapping in of a booster-
ged
size of pipe requisite, a Cox gas-flow computer can be had from any of the gaslight journals which will be found very convenient in determining the size and pressure drop in various pipes.

Pressure is also frequently affected by traps of tar or other condensation occurring in the pipes, and of a failure to pump drips at proper intervals A regular card system should be maintained containing a record of the pumping of each drip, its location, capacity, etc., and these drips should be gone over periodically

The question of house pressure, or burner pressure, is a vital one and of constant occurrence in the handling of complaints In the examination of poor lighting conditions in a house or other installation, the pressure test should be a first consideration The first test should be made on the service side of the meter and a record made thereof The next test should be made on the house side of the meter, and a simple deduction of the two readings will indicate the loss of pressure due to the meter normally, 0 2 in, sometimes caused by a stoppage, condensation, breaking of parts, or a stiffening of the meter-diaphragm. It must be remembered that loss of pressure is invariably due to friction, and that without a
order to make any
which is best done
llation and thereby
demand. A com-

finely calibrated water-gage, carefully read throughout the branches of a house-system, will indicate at just what point the friction is extreme or first evident

ber
cap
sho
pressure not less than 2 in The maximum pressure is, of course, a matter of local conditions and necessity, the minimum being the unit of consideration and calculation It should on low-pressure systems be at least less than 4 in and preferably under 3 inches on account of leakage

It is, of course, understood in all references to pressure that the weight of a column of water 27 77 inches in height is 1 lb per sq.

in., one inch, th
per sq in = 1.7-
height of water-
per sq in.

It will be found convenient when investigating poor pressure to take the pressure of adjacent services before taking the house-pipe pressure and by comparison locate stoppages, should there be any, in the service or the immediate district of the main.

Governors.—The rattling or vibration of the dry-pressure regulator or governor is invariably caused by its being insufficient in size, either to pass the amount of gas demanded or to accommodate a pressure considerably in excess of that for which the governor was designed The matter may be corrected either by putting in a governor or regulator of larger capacity, or by placing two or more governors in series.

Two cuts of governors are herewith appended (Figs. 56, 57), namely, the Automatic and the Foulis air control governors. The

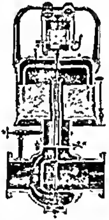


FIG 56.—Connelly Automatic Station Governor.

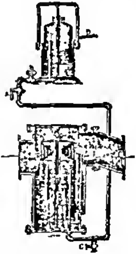


FIG 57.—Foulis Street Governor.

objection to the Automatic governor is: Where peak loads come on suddenly and from widely outlying districts, the pressure-area

close attention which is demanded by the hand control, and in this connection the action of the Foulis regulator is accurate and simple.

This governor is especially booster, lines; it is ap- being run to some convenient point within a radius of 1000 yards.

Excellent house or local governors are made by the Connelly Company and the Chaplin & Fulton Company.

Pressure-gages.—The differential pressure-gage illustrated by Fig. 59, as designed by the writer some years ago has been found of extraordinary value in the location of stoppages, back pressure, etc., throughout the apparatus and connections of gas-works. It consists of a series of any number of brass T's (A), connected together by short nipples, and the whole clamped for convenience against the pressure-board In the center a large U pressure-gage (B) is connected, having a capacity up to several pounds and graduated down to 0 1 in water pressure.

Cut into the riser of the gage at E is a relief-cock, to relieve compression between making tests and to permit the fluid in the gage to return to zero

A number of pressure-lines, which may be as small as ¾-in. pipe (D), are run from various portions of the works from different apparatus and sections of mains These should be properly labeled and are connected into the male outlet of the T's, brass cocks (C) being interposed

On mains where there are no high-pressure booster-lines or sub-station governors it is often difficult at the works to determine exactly the hours of peak load and the moment of maximum demand.

any increas

W. A Bae

following device His idea is that the essential principle of pressure regulation is to maintain a certain pressure at the consumers' meters, within a small percentage either way of a fixed pressure, and as the consumption increases or decreases, the holder pressure should be correspondingly raised or lowered. This is usually accomplished by placing recording pressure-gages in the various districts supplied by the holder, and by raising or lowering the holder pressure to supply the demand, as reflected from the charts of these gages, until the best average for the entire district so supplied is reached.

It is, of course, obvious that the same condition of consump-

tion never obtains on successive days or months, and therefore Mr. Baehr has arranged an automatic indicator in the outlet-pipe of his holder. This consists of a Pitot tube facing the holder.

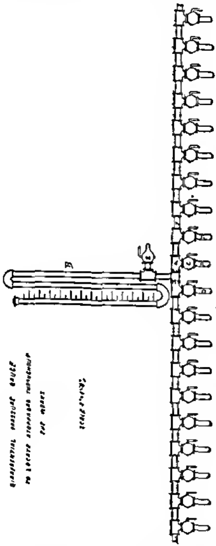


FIG. 59.—Multiple-connection Pressure-gage.

The opening in the tube, which faces the stream of flowing gas, gives the pressure due to the sum of the static head plus the impact or velocity head; whereas the side opening gives the pressure due to the static head only; therefore any variation in the way

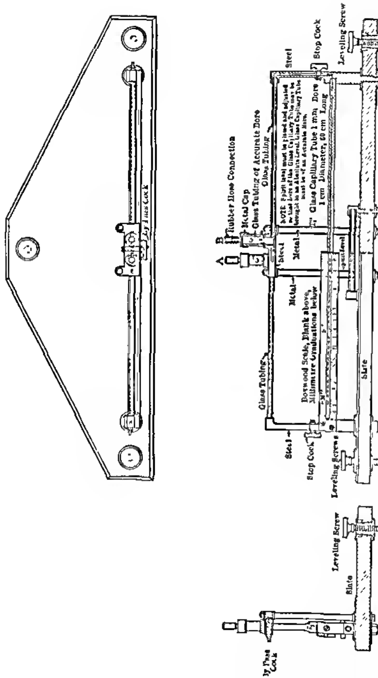


FIG. 60.—Differential Pressure-gage for Use with the Pitot Tube (Laclede Gaslight Co.).

of flow of gas is at once reflected by the variation in differential pressure between the two openings of the Pitot tube. By using a

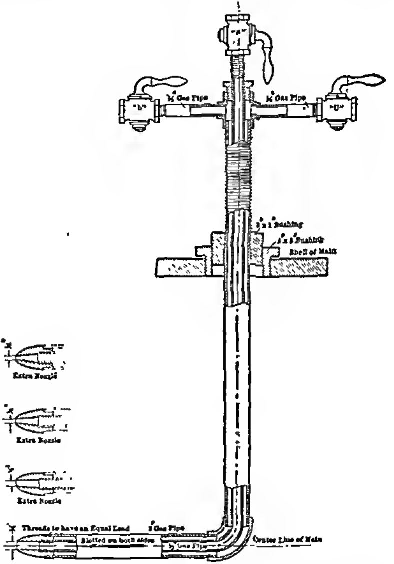


FIG. 61.—Pitot Tube for Measuring Velocity-head of Gas Flowing in Pipes

very sensitive differential
readily be observed. It
gages for each particular

tain the variation in pressure of the holder necessary to supply any particular demand The Laclede Gaslight Co of St Louis, Mo., use three types of sensitive differential gages, provided with two scales, one of which shows a division in millimeters and the other reading gives directly the proper pressure to be carried on the holder outlets.

An excellent ink for recording-gage pens may be made of glycerine, colored with a solution in alcohol of fuchsine, cochineal, or any other aniline coloring-matter, a sufficient quantity being added to bring it to proper viscosity.

It will be kept in mind that increasing the pressure increases the consumption, and that main and pipe leakage increase at the same time

Engine Pulsations.—It is often the case, where a gas-engine is connected to a comparatively small street main, for its operation (especially where this engine is of multiple-cycle type) to cause a considerable pressure fluctuation in the adjacent gas supply, causing disturbance of the district lighting To correct this there are various devices, some of which are. Connecting two largo gas-bags to the pipe, between the engine and the gas-meter; or putting in two pipes of three or four times the diameter of the engine supply-pipe between the engine and meter, or meter and service, or cutting in a stop-cock after the meter, and turning this down in such a manner as to supply the gas-bag or bags at a practically uniform rate, and therefore make a practically continuous flow of gas The best method, especially in the use of multi-cylinder engines, is to have a miniature holder, the seal consisting of some non-volatile liquid In the interval of the strokes of the engine the supply of this reservoir is replenished, and the pressure of the atmosphere against this seal and holder crown tends to cushion any pulsation which may occur This is unquestionably the best form of vibration reducer, but somewhat expensive An old meter-prover may be utilized, however.

The ordinary form of draught-gage, consisting of a **U** tube containing water, lacks sensitiveness when used for measuring small quantities of draught. The Barrus draught-gage multiplies the indication of the ordinary **U** tube as many times as may be desired. This instrument consists of a tube, usually made of ½-in. glass, which is surmounted by two glass chambers having a diameter of about 2½ in, being arranged in the manner shown in Fig. 62. It is placed in a wooden case provided with a cover, the outside dimensions being 6½×20 in; this is screwed to the wall in an upright position Two different liquids, which will not mix and which are of different color, are used for filling the instrument, one occupying the portion *AB* and the other, which is the heavier

the top scale the theoretical mean effective pressure for the whole compression, reduced to the low-pressure cylinder.

Note.—When compressing from atmospheric or normal pressure, the initial gage pressure to be used as above is zero GAGE, except when seeking the M.E P. for a given altitude, in which case the given altitude must be set opposite the pressure ratio, instead of zero initial gage pressure.

To find the horse-power developed in compressing 100 cubic feet of free air to the given final gage pressure, set the edge marked M E P. of the small sector to the ascertained M.E.P., then opposite the arrow find the D H.P.

The following data, from a paper read by W. A. Learned before the New England Association of Gas-engineers, give some idea of the influence of compression upon city gas:

CONDENSATION DUE TO COMPRESSION OF GAS

Gas Compressed, Cubic Feet	Compression, Pounds per Square Inch	Water Condensed, Ounces	Hydrocarbons Condensed, Ounces	Condensed Hydrocarbons, Specific Gravity	Fractional Distillation of Hydrocarbons which were Condensed, Degrees Fahr and Per Cent							
					232°	246°	271°	282°	300°.	318° to 331°.	354° to 370°	Residue and Loss
39,000	5	150	41 5	0 894		7 5	19 25	10	15 60	14.13	19 15	14.37
39,800	10	170	11 2	0 886	6 5	16 3	17.4	0	16.9	13 9	20.8	8 2
38,200	20	280	19 9	0.889	12	18	20.9	6	10	11.8	13.2	8 1

EFFECT OF COMPRESSION ON CANDLE POWER OF GAS

Gas in Holder	Gas Pressure in Pounds per Square Inch				Kind of Gas
	5	10	20	30	
	c p	c p	c. p	c p	
14 8 candle power		13 2			Coal-gas.
16.14 " "		15 73			"
17.59 " "		18.09	16 05		23 per cent water-gas.
18 56 " "		..	15 48	15 02	22 " " "
17.10 " "	17 30	16.15			29 " " "

The increased candle power and brilliancy at 5 lbs compression can be accounted for by the decrease of the moisture in the gas. Many attempts have been made to dry the gas, with the result that when it was deprived of its moisture the illuminating power was increased to a considerable extent.

The following analyses were secured through the courtesy of W. R Addicks and were made by J. F. Wing, chemist.

CHEMICAL ANALYSES OF COMPRESSED GAS

	Gas from Holder	Gas Compressed Pounds per Square Inch		Gas from Holder	Gas Compressed, Pounds per Square Inch	
		10	20		20	30
	Per Cent	Per Cent	Per Cent	Per Cent	Per Cent	Per Cent
CO_2	2 5	2 3	2 4	2 0	2 0	2 1
Illuminants	6 0	6 0	7 0	6 7	6 5	6 7
O_2	0 2	0 0	0 0	0 0	0 0	0 0
CO	12 3	12 3	12 2	12 6	13 3	12 4
H_2	50 6	50 2	47 3	49 2	49 1	46 6
CH_4	26 4	26 7	25 0	28 0	27 1	27 6
N_2	2 1	2 0	5 7	1 5	2 5	4 7
Total	100 1	99 5	99 6	100 0	100 5	100 1
Candle power	17 6	18 1	16 06	18 59	15 48	15 02

VALUES OF A GIVEN QUANTITY OF GAS AT DIFFERENT PRESSURES.

Capacity of a Vessel in Cubic Feet	Containing Gas under a Pressure of	Will Contain the Following Cubic Feet of Gas
100	4 oz	100.
100	8 "	104
100	16 "	106
100	1.5 lbs	109 1
100	2 "	111 8
100	5 "	125
100	10 "	140
100	15 "	200

REGISTRATION OF GAS BY METER UNDER DIFFERENT PRESSURES

Pressure in Ounces per Square Inch.	Relative Density	Cubic Feet of Gas	
		Passed	Registered.
1	0 987	0 500	0 507
1 5	0 989	0 612	0 621
2	0 991	0 707	0 713
3	0 996	0 866	0 869
4	1 000	1 000	1 000
5	1 004	1 118	1 113
6	1 009	1 225	1 214
7	1 013	1 323	1 306
8	1 017	1 414	1 390
9	1 022	1 500	1 468
10	1 026	1 581	1.541
11	1 030	1 658	1 610
12	1 034	1 732	1 675

THE EQUIVALENT OF OUNCES PER SQUARE INCH PRESSURE IN INCHES OF WATER AND OF MERCURY

Ounces	Inches of Water	Inches of Mercury	Ounces	Inches of Water.	Inches of Mercury.
1	1 7	0 125	9	15 5	1 125
2	3 4	0 250	10	17.2	1 250
3	5 2	0 375	11	19 0	1 375
4	6 9	0 500	12	20 8	.500
5	8 6	0 625	13	22.5	1.625
6	10 3	0 750	14	24 2	1 750
7	12 0	0 875	15	26 0	1 875
8	13 8	1 000	16	27.7	2.000

These conversion tables are often useful in natural-gas distribution

HEIGHT OF WATER COLUMN IN INCHES CORRESPONDING TO VARIOUS PRESSURES IN OUNCES PER SQUARE INCH.

Pressure in Ounces per Square Inch	Decimal Parts of an Ounce				
	00	01	02	03	04
0		0 17	0 35	0 52	0 69
1	1 73	1 90	2 08	2 25	2.42
2	3 46	3 63	3 81	3 08	4.15
3	5 10	5 36	5 54	5 71	5 88
4	6 92	7 09	7 27	7.44	7.61
5	8 65	8 82	9 00	9.17	9 34
6	10 38	10 55	10 73	10.90	11.07
7	12 11	12 28	12 46	12.63	12 80
8	13 81	14 01	14 19	14.36	14.53
9	15 57	15 74	15 92	16.09	16 26

Pressure in Ounces per Square Inch	Decimal Parts of an Ounce				
	05	06	07	08	09
0	0 87	1 04	1 21	1 38	1 56
1	2 60	2 77	2 91	3 11	3 29
2	4 33	4 50	4 67	4 84	5 01
3	6 06	6 23	6 40	6 57	6 75
4	7 79	7 96	8 13	8 30	8 48
5	9.52	9.69	9 86	10 03	10 21
6	11.26	11.43	11 60	11.77	11 95
7	12 97	13.15	13 32	13 49	13 67
8	14 71	14.88	15 05	15 22	15 40
9	16 15	16 62	16 79	16 96	17 14

PRESSURES IN OUNCES PER SQUARE INCH CORRESPONDING TO VARIOUS HEADS OF WATER IN INCHES

Head in Inches	Decimal Parts of an Inch				
	.00	.01	.02	.03	.04
0		0.06	0.12	0.17	0.23
1	0.58	0.63	0.69	0.75	0.81
2	1.16	1.21	1.27	1.33	1.39
3	1.73	1.79	1.85	1.91	1.96
4	2.31	2.37	2.42	2.48	2.54
5	2.89	2.94	3.00	3.06	3.12
6	3.47	3.52	3.58	3.64	3.70
7	4.04	4.10	4.10	4.22	4.28
8	4.62	4.67	4.73	4.79	4.85
9	5.20	5.26	5.31	5.37	5.42

Head in Inches	Decimal Parts of an Inch.				
	.05	.06	.07	.08	.09
0	0.29	0.35	0.40	0.46	0.52
1	0.87	0.93	0.98	1.04	1.09
2	1.44	1.50	1.56	1.62	1.67
3	2.02	2.08	2.14	2.19	2.25
4	2.60	2.66	2.72	2.77	2.83
5	3.18	3.24	3.29	3.35	3.41
6	3.75	3.81	3.87	3.92	3.98
7	4.33	4.39	4.45	4.50	4.56
8	4.91	4.97	5.03	5.08	5.14
9	5.48	5.54	5.60	5.66	5.72

Storage-plants.—These plants consist of a battery of tanks, set firmly upon foundations to prevent the breaking of pipe connections under pulsation, in which gas is stored under high pressure.

These batteries are connected through a system of regulators with the distributing mains, it being good practice, however, where the gas is stored under very high pressure to "step down" from the high-pressure battery to a lower-pressure battery or even a single tank, through the intermediation of a regulator, and from the lower-pressure battery through another regulating system to the mains.

SPECIFICATIONS FOR RECEIVING-TANKS

For 110 Pounds Working Pressure.

Number of Size	Diameter, Inches	Length, Feet	Actual Contents, Cubic Feet (ab't)	Thickness of Shell, Inches	Thickness of Heads, Inches	Weight (about), Pounds.	Diameter of Safety-valve, Inches	Diameter of Inlet and Discharge Openings, Inches	Compressor Capacity Receiver is best Adapted for, in Cubic Feet Free Air per Minute
0	18	6	10	$\frac{11}{64}$	$\frac{11}{64}$	350	1	$2\frac{1}{2}$	90
00	24	6	18	$\frac{1}{4}$	$\frac{1}{4}$	575	$1\frac{1}{4}$	$2\frac{1}{2}$	120
1	30	6	29	$\frac{1}{4}$	$\frac{5}{16}$	950	$1\frac{1}{2}$	3	150
2	36	6	42	$\frac{1}{4}$	$\frac{5}{16}$	1000	$1\frac{1}{2}$	$3\frac{1}{2}$	150 to 200
3	36	8	56	$\frac{1}{4}$	$\frac{5}{16}$	1350	$1\frac{1}{2}$	4	200 to 300
4	42	8	77	$\frac{1}{4}$	$\frac{5}{16}$	1750	2	4	300 to 500
5	42	10	96	$\frac{1}{4}$	$\frac{5}{16}$	2000	2	5	500 to 700
6	48	12	150	$\frac{9}{32}$	$\frac{7}{16}$	3000	$2\frac{1}{2}$	6	700 to 1200
7	54	12	190	$\frac{5}{16}$	$\frac{7}{16}$	3300	$2\frac{1}{2}$	7	1200 to 2000
$7\frac{1}{2}$	60	14	275	$\frac{3}{8}$	$\frac{1}{2}$	5500	$2\frac{1}{2}$	8	2000 to 3000
8	66	18	437	$\frac{7}{16}$	$\frac{9}{16}$	7500	$2\frac{1}{2}$	8	3000 and over
9	24	6	18	$\frac{1}{4}$	$\frac{5}{16}$	625	$1\frac{1}{4}$	4	These are only furnished horizontal style and are used as water-traps in air lines
10	36	6	42	$\frac{1}{4}$	$\frac{5}{16}$	1100	$1\frac{1}{2}$	6	

Number of Size	11	12	13	14	15	16	17	18
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
...let flanges, inches ..	3	3	$3\frac{1}{2}$	4	5	6	7	8
Diam. of safety-valve, in.	$1\frac{1}{4}$	$1\frac{1}{4}$	$1\frac{1}{2}$	2	2	$2\frac{1}{2}$	$2\frac{1}{2}$	3
Compressor capacity receiver is best adapted for pounds	150 and less	150 to 200	200 to 300	300 to 500	500 to 700	700 to 1200	1200 to 3000	3000 and above
Weight, about, pounds ...	800	1150	1100	1900	2100	3200	3600	6000

For 150 Pounds Working Pressure. Tested to 225 Pounds Water Pressure

11	18	6	10	$\frac{1}{4}$	$\frac{1}{4}$	400	1	$2\frac{1}{2}$	135
12	24	6	18	$\frac{9}{32}$	$\frac{3}{8}$	725	$1\frac{1}{4}$	$2\frac{1}{2}$	180
13	30	6	29	$\frac{5}{16}$	$\frac{3}{8}$	975	$1\frac{1}{2}$	3	225
14	36	6	42	$\frac{11}{32}$	$\frac{3}{8}$	1300	$1\frac{1}{2}$	$3\frac{1}{2}$	225 to 300
15	36	8	56	$\frac{11}{32}$	$\frac{3}{8}$	1600	$1\frac{1}{2}$	4	300 to 450
16	42	8	77	$\frac{3}{8}$	$\frac{7}{16}$	2075	2	4	450 to 750
17	42	10	96	$\frac{3}{8}$	$\frac{7}{16}$	2550	2	5	750 to 1050
18	48	12	150	$\frac{7}{16}$	$\frac{1}{2}$	4000	$2\frac{1}{2}$	6	1050 to 1800
19	54	12	190	$\frac{7}{16}$	$\frac{1}{2}$	4650	$2\frac{1}{2}$	7	1800 to 3000
20	60	14	275	$\frac{1}{2}$	$\frac{9}{16}$	7350	$2\frac{1}{2}$	8	3000 to 4500

The connections of the battery and the entire system should be as "flexible" as possible, permitting the use of any unit at any time and the addition of other units to extend the capacity of the plant. There is of course an economical ratio existing between the cost of additional storage capacity and the cost of compression; this must in all instances be determined

A standard size of tank heretofore adopted by some of the Western companies is a tank 6 feet in diameter by 30 feet long, with reinforced manhole fitted with cover and yoke, reinforced 2-inch outlet and inlet, and reinforced 1-inch drip outlet The tanks must be placed upon their foundations so as to avoid any possibility of an unequal strain throughout its length, as a leak once started in high-pressure tanks is most difficult of repair The tanks of the dished-head type are most satisfactory In the installation the tanks should receive the greatest care.

On the opposite page are given the specifications for a few of the receiving-tanks made by the Bury Compressor Company.

These receivers are provided with manholes and can be furnished to rest vertically or horizontally, the price for either being equal for equal sizes. Companion flanges are regularly supplied.

Made of 60,000 pounds t. s. steel All longitudinal seams [illegible]

at a distance not less than 50 feet from the storage-plant.

Absolute Pressure.—To find real or absolute pressure, which is necessary in all formulas concerning gas, steam, or air, unless gage pressure is distinctly specified, atmospheric pressure must be added to gage pressure (usually 14.7 lbs at sea-level).

RELATIVE CARRYING CAPACITY OF GAS-PIPES

(NORWALK IRON CO)

Diameter, Inches	Comparative Capacity		Diameter, Inches	Comparative Capacity	
	Delivery of Gas	Area of Section		Delivery of Gas	Area of Section
24	1.0	1.00	4	0.0102	0.0278
12	0.17	0.25	3½	0.0069	0.0212
10	0.10	0.175	3	0.0045	0.0156
8	0.06	0.111	2½	0.002835	0.0108
7	0.04	0.085	2	0.001485	0.0069
6	0.03	0.0625	1½	0.000810	0.0039
5	0.0189	0.0434	1¼	0.000450	0.00272
4½	0.0141	0.0351	1	0.000225	0.00173

SPECIFICATIONS FOR RECEIVING-TANKS

For 110 Pounds Working Pressure.

Number of Size.	Diameter, Inches	Length, Feet	Actual Contents, Cubic Feet (about)	Thickness of Shell, Inches	Thickness of Heads, Inches	Weight (about), Pounds.	Diameter of Safety-valve, Inches	Diameter of Inlet and Discharge Openings, Inches	Compressor Capacity Receiver is best Adapted for, in Cubic Feet Free Air per Minute.
0	18	6	10	3/16	1/4	350	1	2½	90
00	24	6	18	1/4	3/8	575	1¼	2½	120
1	30	6	29	1/4	3/8	950	1¼	3	150
2	36	6	42	1/4	3/8	1000	1½	3½	150 to 200
3	36	8	56	1/4	3/8	1350	1½	4	200 to 300
4	42	8	77	1/4	3/8	1750	2	4	300 to 500
5	42	10	96	1/4	3/8	2000	2	5	500 to 700
6	48	12	150	9/32	7/16	3000	2½	6	700 to 1200
7	54	12	190	5/16	7/16	3300	2½	7	1200 to 2000
7½	60	14	275	3/8	1/2	5500	2½	8	2000 to 3000
8	66	18	437	7/16	9/16	7500	2½	8	3000 and over
9	24	6	18	1/4	3/8	625	1½	4	These are only furnished horizontal style and are used as water-traps in air lines
10	36	6	42	1/4	3/8	1100	1½	6	

Number of Size	11	12	13	14	15	16	17	18
Diameter.	30 in	36 in.	36 in.	42 in	42 in.	48 in	54 in	66 in
Length	6 ft	6 ft	8 ft.	8 ft.	10 ft.	12 ft	12 ft	18 ft
Thickness of shell, inches	1/4	1/4	1/4	1/4	1/4	5/16	5/16	3/8
Thickness of heads, "	3/8	3/8	3/8	3/8	3/8	7/16	7/16	1/2
Diameter of inlet and outlet flanges, inches.	3	3	3½	4	5	6	7	8
Diam of safety-valve, In..	1½	1½	1½	2	2	2½	2½	3
Compressor capacity receiver is best adapted for, pounds	150 and less	150 to 200	200 to 300	300 to 500	500 to 700	700 to 1200	1200 to 3000	3000 and above
Weight, about, pounds...	800	1150	1400	1900	2100	3200	3600	6000

For 150 Pounds Working Pressure Tested to 225 Pounds Water Pressure

11	18	6	10	1/4	1/4	400	1	2½	135
12	24	6	18	9/32	3/8	725	1¼	2½	180
13	30	6	29	5/16	3/8	975	1½	3	225
14	36	6	42	11/32	3/8	1300	1¼	3½	225 to 300
15	36	8	56	11/32	3/8	1600	1½	4	300 to 450
16	42	8	77	3/8	7/16	2075	2	4	450 to 750
17	42	10	96	3/8	7/16	2550	2	5	750 to 1050
18	48	12	150	7/16	1/2	4000	2½	6	1050 to 1800
19	54	12	190	7/16	1/2	4650	2½	7	1800 to 3000
20	60	14	275	1/2	9/16	7350	2½	8	3000 to 4500

$$Q=1350d^2\sqrt{\frac{Pd}{sl}},$$

$$d=\sqrt[5]{\frac{Q^2sl}{(1350)^2p}},$$

$$p=\frac{Q^2sl}{(1350)^2d^5},$$

$$l=\frac{(1350)^2d^5p}{Q^2s},$$

$$s=\frac{(1350)^2d^5p}{Q^2l}$$

From the above it is apparent that, other things being equal—

Q varies directly as $\sqrt{p}$	p varies directly as Q^2
" " " $\sqrt{d^5}$	" " " l
" inversely as $\sqrt{l}$	" " " s
" " " $\sqrt{s}$	" inversely as d^5
d varies directly as $\sqrt[5]{Q^2}$	l varies directly as p
" " " $\sqrt[5]{l}$	" " " d^5
" " " $\sqrt[5]{s}$	" inversely as Q^2
" inversely as $\sqrt[5]{p}$	" " " s

s varies directly as p
" " " d^5
" inversely as Q^2
" " " l

A consideration of the foregoing gives rise to the following axioms or rules:

QUANTITY—PRESSURE.

Double the quantity requires four times the pressure
Or, four times the pressure will pass double the quantity.
Half the quantity requires one fourth the pressure.
Or, one fourth the pressure is sufficient for half the quantity.

QUANTITY—LENGTH.

Double the quantity can be discharged through one fourth the length.

Or, one fourth the length will allow of double the discharge.

Half the quantity can be discharged through four times the length.

Or, four times the length reduces the discharge one half.

QUANTITY—DIAMETER.

Thirty-two times the quantity requires a pipe four times the diameter

Or, a pipe four times the diameter will pass thirty-two times as much gas

A pipe one fourth the diameter will pass one thirty-second of the quantity

Or, one thirty-second of the quantity can be passed by a pipe one fourth the diameter

QUANTITY—SPECIFIC GRAVITY.

The specific gravity stands in just the same relation to the volume as the length does (see Axioms 3 and 4).

PRESSURE—LENGTH.

If the pressure is doubled the length may be doubled.

And, conversely, if the length be doubled the pressure must be doubled.

If the pressure be halved the length may be halved.

And, conversely, if the length be halved the pressure must be halved

From Axioms 8 and 9 it is evident that—

The pressure required to pass a given quantity of gas varies exactly as the length of the pipe

PRESSURE—SPECIFIC GRAVITY.

The pressure required to pass a given quantity of gas also varies exactly as the specific gravity of the gas Hence if the specific gravity of the gas were doubled, double the pressure would be required

PRESSURE—DIAMETER

One thirty-second part of the pressure is sufficient if the diameter be doubled; or, in other words, if you double the diameter you require only one thirty-second of the pressure to pass the same quantity of gas.

If you halve the diameter, thirty-two times the pressure is required.

And, conversely, if you increase the pressure thirty-two times, the diameter can be halved

LENGTH—DIAMETER.

The length can be increased thirty-two times if the diameter be doubled

And, conversely, if the diameter be doubled, the length can be increased thirty-two times and pass the same quantity of gas.

If the diameter be halved, the length must be reduced to one thirty-second to pass the same quantity of gas.

And, conversely, if the length be made one thirty-second of the distance, the diameter may be halved.

SPECIFIC GRAVITY—LENGTH

If the specific gravity be doubled, the length must be halved, and vice versa, to satisfy the equation.

SPECIFIC GRAVITY—DIAMETER.

The specific gravity follows the same laws as the length does in relation to the diameter.

It must be borne in mind, when using the above rules, that all other conditions remain the same when considering the effect of one factor on another in the different pairs

The above may be found convenient for rule-of-thumb calculations

COMPARISON OF FORMULÆ.

[illegible] vering natural gas [illegible] veral formulæ we obtain the following results.

Formula.	Calculated Cu Ft per Hour.
(Actual volume delivered)	(18,200)
Pittsburg	18,380
Cox's	16,000
Oliphant's	16,260
" corrected	17,510
Robinson's	18,730
Unwin's	31 870
Velde's	22 060
Richards' (corrected for 0 6—g gas)	18,708
Hiscox's (corrected for 0 6—g gas)	16,250
Lowe's	26,910

CHAPTER XVII.

HOUSE PIPING.

SPECIFICATIONS FOR HOUSE PIPING.

FIRST The piping must stand a pressure of 3 lbs. per square inch, or 6 in of mercury column, without showing any drop in the mercury column of the gage for a period of ten minutes. After the fixtures are in place, the piping and fixtures must stand the same test However, when on third inspection there are any old fixtures under test, the pressure required will be only 8 in. of water column. Leaky fittings or pipe must be removed, cement-patched material will be rejected

Second The sizes of pipe shall not be less than are called for in the table shown on page 240. This table shows for any given number of outlets the greatest length allowed for each size of pipe.

Third The piping must be free from obstructions. Every

hammered and

e lead or other

pipe. Always

put jointing material on the male thread on end of pipe, and *not in the fitting* The use of gas-fitters' cement is prohibited. All piping should be blown through after being connected, to make sure it is clear

Fourth All piping must be free from traps All pipes shall grade back toward the riser, and thence to the meter, use a spirit-level in grading Any pipe laid in a cold or damp place should be properly dripped and protected.

Fifth The piping must be rigidly supported by hooks and straps. Outlets for brackets or drops must be secured by straps or flanges, which are nailed or screwed to the woodwork. Where the walls are not masonry, they should be plugged and the straps fastened to the plugs.

Sixth. The riser must extend to a point within 24 in. of the proposed location of the meter, and, if a horizontal line is needed,

a tee, with plug looking down, must be put on the bottom of the vertical pipe. In piping new houses the gas-fitter should decide where the gas-meter ought to be located, and extend the riser to terminate within 24 in of this point In determining the proper location of the meter, he should be guided by the following.

Meters.—Meters must not be located under stoops, sidewalks, or show-windows, near furnaces or ovens, locked in compartments, nor placed in any other situation where they will be inaccessible or liable to injury

If the building is on a street corner, the company should be asked from which street the service will be run, and where the meter should be located If at any time the fitter is in doubt as to the future location of a meter, on application to the proper office, some one will be sent to instruct him

Where more than one meter is desired in a given building, to accommodate different tenants, the company will set as many meters as there are separate consumers, connecting them to one service-pipe, provided that the risers or pipes leading to the different tenants are extended to within a reasonable distance (say 6 ft) of the actual or proposed location of service All the meters must stand side by side in the cellar or basement, within view of the end of the service The company will not set meters on the different floors of a building Risers must not be scattered, but must drop together to the cellar or basement, preferably in front part of building They should not extend more than 3 in below bottom of joists, and should be kept at least 3 in apart. They must never end in such a place that beams, girders, heater-pipes, etc , to be put up subsequently, would prevent making connections to the meter

Always use fittings in making turns, do not bend pipe. Do not use unions in concealed work; use long screws or right and left couplings Long runs of approximately horizontal pipe must be firmly supported at short intervals to prevent sagging All horizontal outlet-pipes must be taken from the sides or tops of running lines, never from below

All ceiling outlets must project not more than 2 in nor less than $\frac{3}{8}$ in., and must be firmly secured and perfectly plumb Side-

in , and must be at right

walls they must be encased, the gas-pipe resting on the bottom of the casing-pipe with a clearance of *half an inch* on top

Pipes must be so run and covered as to be readily accessible Do not run them at the bottom of floor-beams which are to be lathed and plastered. They must be securely attached to the top

of the beams, which should be cut out as little as possible. Where pipes are paralleled to beams, they must be supported by strips nailed between two beams. These strips must be not over 4 ft. apart. All cutting of beams should be done as near as possible to the ends or supports of the beams. Pipes must not be laid beneath *tiled or parquet floors*, under marble platforms, or under hearthstones, where it can be avoided. Floor-boards over pipes should be fastened down by screws, so that they can readily be removed

No stove line must be used for lighting purposes without first obtaining permission from the company.

Requirements for Gas-fixtures.—1. All fixtures for outside lighting must be made so that at all traps there is provision for letting out condensation.

2. Pendants must be made as follows:

	Length of Pendant Over All	When Made of	
		Iron Pipe, in diam	Brass Pipe, in. diam.
One-piece pendants	2 ft 9 in and under	$\frac{3}{8}$	$\frac{3}{8}$
	Over 2 ft 9 in	$\frac{1}{2}$	$\frac{7}{16}$
Harp or "C" pendants	Any length	$\frac{3}{8}$	$\frac{3}{8}$

Length of pendant over all is understood to be the distance in a straight line from the stiff joint to the lowest part of the pendant.

3. Arms of gas-fixtures, or those parts which carry the gas from only one burner-nozzle, must be of the following sizes:

Length of Arms	When Made of		
	Iron Pipe		Brass Pipe, in diam.
	Cased, in diam	Uncased, in diam.	
12 in or shorter	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{8}$
From 12 in to 18 in inclusive. . . .	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{7}{16}$
Over 18 in	$\frac{1}{4}$	$\frac{3}{8}$	$\frac{1}{2}$

Length of arm is understood to be the distance in a straight line from the center of the stem to the center of the burner.

4. Stems of 2-light straight or toilet pendants must be made as follows:

Length of Pendant Over All	When Made of Iron Pipe	
	Cased, in diam	Uncased, in diam
2 ft. 6 in. and under	$\frac{3}{8}$	$\frac{1}{4}$
Over 2 ft. 6 in and under 3 ft 6 in	$\frac{1}{4}$	$\frac{1}{4}$
3 ft 6 in. and over	$\frac{1}{4}$	$\frac{3}{8}$

5. Stems of gas-fixtures, or those parts which carry gas for more than one burner-nozzle must be the following sizes:

Number of Lights	When Made of	
	Iron Pipe cased	Brass Pipe
6 or under	Not smaller than $\frac{1}{2}$ in	Not smaller than $\frac{1}{2}$ in
7 to 12 inclusive	Not smaller than $\frac{3}{4}$ in	Not smaller than $\frac{1}{2}$ in
12 and over .	$\frac{1}{2}$ in and over	

6 All keys must be well ground, and so fitted as to show no leak under 3 lbs , mercury-gage pressure, when the keys can be turned by finger

threads

8 The company reserves the right to take fixtures apart at any time, and to refuse to pass them if they are not constructed in accordance with good workmanship

Note.—The above requirements refer to combination fixtures

necessary to overcome the friction, increases with the quantity of gas that goes through, and as the aim of the table is to have the loss in pressure not exceed one-tenth of an inch water pressure in 30 ft., the size of the pipe increases in going from an extremity toward the meter, as each section has an increasing number of outlets to supply. The quantity of gas the piping may be called on to pass

through is stated in terms of ⅜-in. outlets, instead of cubic feet, outlets being used as a unit instead of burners, because at the time of first inspection the number of burners may not be definitely determined. In designing the table, each ⅜-in. outlet was assumed as requiring a supply of 10 cu. ft. per hour.

TABLE SHOWING THE CORRECT SIZES OF HOUSE PIPES FOR DIFFERENT LENGTHS OF PIPES AND NUMBERS OF OUTLETS

No. of Outlets	Length of Pipe in Feet for Various Diameters								
	⅜ in	½ in	¾ in	1 in	1¼ in	1½ in	2 in	2½ in	3 in
1	20	30	50	70	100	150	200	300	400
2		27	50	70	100	150	200	300	400
3		12	50	70	100	150	200	300	400
4			50	70	100	150	200	300	400
5			33	70	100	150	200	300	400
6			24	70	100	150	200	300	400
8			13	50	100	150	200	300	400
10				35	100	150	200	300	400
13				21	60	150	200	300	400
15				16	45	120	200	300	400
20					27	65	200	300	400
25					17	42	175	300	400
30					12	30	120	300	400
35						22	90	270	400
40						17	70	210	400
45						13	55	165	400
50							45	135	330
65							27	80	200
75							20	60	150
100							...	33	80
125							...	22	50
150							...	15	35
175							...	...	28
200								...	21
225							...	...	17
250								...	14

In using the table observe the following rules:

1. No house riser shall be less than ¾ in. The house riser is considered to extend from the cellar to the ceiling of the first floor. Above the ceiling the pipe must be extended of the same size as the riser until the first branch line is taken off.

2. No house pipe shall be less than ⅜ in. An extension to existing piping may be made of ¼-in. pipe to supply not more than one outlet, provided said pipe is not over 6 ft. long.

3. No gas-range shall be connected with a smaller pipe than 1 in. No pipe laid underground shall be smaller than 1¼ in. No

pipe extending outside of the main wall of a building shall be less than ¾ in

4 In figuring out the size of pipe. always start at the extremities of the system and work towards the meter.

5. In using the table the lengths of pipe to be used in each case are the lengths measured from one branch or point of junction to another, disregarding elbows or turns Such lengths will be hereafter spoken of as "sections," and are ordinarily of but one size of pipe, as no change in size of pipe may be made other than at branches or outlets, except where the length of a "section" is greater than [illegible] table for the size of pipe req[illegible] section " For example, if [illegible] long, 27 ft. of this could b[illegible]

6. If any outlet is larger than ⅜ in., it must be counted as more than one, in accordance with the schedule below

Size outlet; diam inches	½	¾	1	1¼	1½	2	2½	3
Outlets in table	2	4	7	11	16	28	44	64

Gas-grates count as follows. a 24×30-in for four outlets, and a 30×30-in. for six outlets [illegible] 2 in. in length, thus a 24-in [illegible]

7. If the exact number of [illegible] table, take the next larger [illegible] outlets are required, work with the next larger number in the table, which is twenty

8. For any given number of outlets do not use a smaller-sized pipe than the smallest size that contains a figure in the table for that number of outlets Thus to feed fifteen outlets no smaller pipe than 1 in may be used, no matter how short the "section" may be

[illegible] one. [illegible] and [illegible] we [illegible] uld [illegible] pipe would be supplying a 2½-inch, the 100-foot section must be made 2½ inches This does not apply to the case of a small pipe inside of a building supplying one outside of the main wall of a building made large on account of the conditions of outside supply.

PIPE-FITTING SPECIFICATIONS.

[illegible] n and [illegible] com-

commissioner

Pipes shall be run and laid to avoid any strain or weight on the same, except that of the fixtures.

Outlets for fixtures shall be securely fastened; all outlets not covered by fixtures shall be left capped, and the number of burners for each outlet shall be marked on the builders' plan.

Pipes laid in a cold or damp place shall be properly dripped, painted with two coats of red lead and boiled oil, or covered with felting satisfactory to the building commissioner.

Swing-brackets shall have a globe or guard to prevent their burner from coming in contact with the wall. Bracket outlets shall be at least 2½ inches from window or door casings.

Stop-pins to cocks shall be screwed into place.

The use of gas-fitters' cement is prohibited absolutely.

Inside services shall be tested by the fitter who received the permit to connect the service or meter

There shall be a final test by a gas-fitter of all fixtures and pipes by a column of mercury raised not less than six inches, which must stand ten minutes, this test to be made in the presence of one of the gas-fitting inspectors of the building department; the gage to be made of glass tubing of uniform interior diameter, and so constructed that both surfaces of the mercury will be exposed.

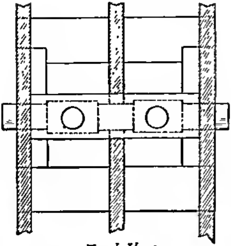
All gas-pipes shall be of wrought iron or steel, all fittings of malleable iron, and all meter connections of lead pipe of the same size as the riser, except where meters are to be connected with flanges.

Brass solder nipples shall be used on all lead-meter connections.

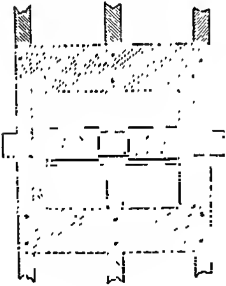
Gas-pipes of iron shall be run in accordance with the following scale.

Diameter, Inches	Length, Feet	No of Burners.
⅜	26	3
½	30	6
¾	50	20
1	70	35
1¼	100	60
1½	150	100
2	200	200
2½	300	300
3	450	450
3½	500	600
4	600	750

Gas Pipe in Breastwork



Front View.



Back View.

commissioner.

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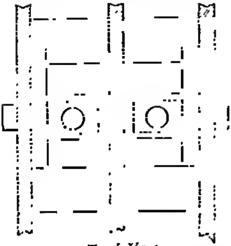
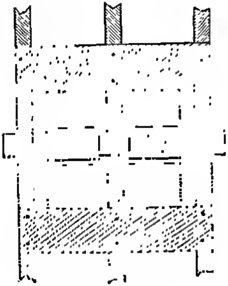


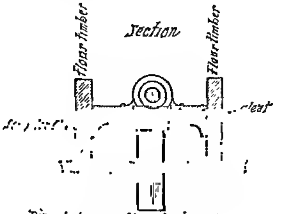
Front View



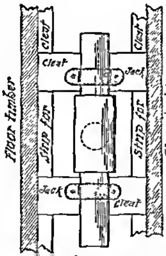
Back View.

When brass piping is used on the outside of plastering or woodwork, it shall be classed as fixtures.

Outlets and risers not provided with fixtures shall be properly capped.



Pipe between floor timbers, pipe running in same direction.



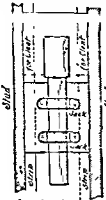
Plan looking down on pipe running in same direction as floor timbers

Outlets for fixtures shall not be placed under tanks, back of doors, or within three feet of any meter.

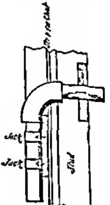
Gas-burners less than two feet from a plastered ceiling, or less than three feet from overhead woodwork, shall be protected by a

shield satisfactory to the building commissioner. In f— buildings no shields will be required

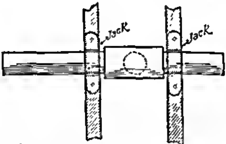
Brass tubing used for arms or fixtures shall be at le— standard gage, with full thread All threads shall screw i—



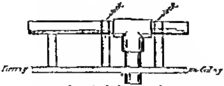
View from Back of Partition



Pipe in Partition Section



Plan showing pipe over timbers - looking down -



Pipe over Timbers Section

$\frac{1}{16}$ of an inch. Rope or square tubing shall be brazed or soldered into fittings and distributors, or have a nipple brazed into the tubing.

Cast fittings such as cocks, swing-joints, double centers, and nozzles shall be standard fittings, except for factory use, where

extra-heavy or mill fittings shall be used. The plugs of all cocks must be ground to a smooth and true surface for their entire length, be free from sand-holes, have not less than $\frac{3}{4}$-inch bearing on cast fittings and $\frac{11}{16}$ of an inch on turned fittings, have two flat sides on the end for the washer, and have two nuts instead of a tail-screw. Stems of fixtures of two lights or more each shall be not less than $\frac{3}{4}$ of an inch iron-pipe size. L-burner cocks shall not be used at the end of chandelier arms except in stores, churches, theaters, halls, and places of assembly or public resort.

Outlets for gas-ranges shall have a diameter not less than one inch, and all gas-ranges and heaters shall have a cock on the service-pipe Ranges and heaters must be connected with right and left couplings, except in fireplace work, where brass unions may be used.

Pipes shall be laid above timbers, unless otherwise permitted by the building commissioner.

No second-hand pipe shall be put into use in any building without the written permission of the building commissioner.

Drops or outlets less than $\frac{3}{4}$ of an inch in diameter shall not be left more than $\frac{3}{4}$ of an inch below plastering, center-piece, or woodwork, and other outlets shall not project more than $\frac{3}{4}$ of an inch beyond plastering or woodwork.

Fastening-boards shall not be cut away to accommodate electric wires All outlets shall be fastened according to the diagrams on page 245

Gas-pipes, arms, and stem of fixtures shall be of the kind classed as standard pipe, and shall weigh according to the following table:

Diam of Pipe, Inch	Pounds per Foot.
$\frac{1}{8}$	0 24
$\frac{1}{4}$	0.42
$\frac{3}{8}$	0 56
$\frac{1}{2}$	0.85
$\frac{3}{4}$	1.12
1	1.67
$1\frac{1}{4}$	2.24
$1\frac{1}{2}$	2 68
2	3.61
$2\frac{1}{2}$	5 74
3	7.54
$3\frac{1}{2}$	9 00
4	10.66

No gas-pipe shall be laid within six inches of an electric wire, [illegible] ted conduit.

[illegible] ng burners are used the

GAS-ENGINES.

[illegible] 'o service from which no [illegible] when possible, not come in contact with woodwork, and be properly protected.

(c) Diaphragms and bags must be on the same floor with engine and have a valve governing same

(d) The sizes of pipes used in connecting gas-engines will be as follows.

Horse-power	Feet per Hour	Burners	Diam Inches	Length Feet	Horse-Power	Feet per Hour	Burners	Diam., Inches	Length, Feet
1	40	10	$\frac{3}{4}$	50	15	600	150	2	200
2	80	20	$\frac{3}{4}$	50	16	640	160	2	200
3	120	30	1	70	17	680	170	2	200
4	160	40	$1\frac{1}{4}$	100	18	720	180	2	200
5	200	50	$1\frac{1}{4}$	100	19	760	190	2	200
6	240	60	$1\frac{1}{4}$	100	20	800	200	2	200
7	250	70	$1\frac{1}{2}$	150	21	840	210	$2\frac{1}{2}$	300
8	320	80	$1\frac{1}{2}$	150	22	880	220	$2\frac{1}{2}$	300
9	350	00	$1\frac{1}{2}$	150	23	920	230	$2\frac{1}{2}$	300
10	400	100	$1\frac{1}{2}$	150	24	960	240	$2\frac{1}{2}$	300
11	440	110	2	200	25	1000	260	$2\frac{1}{2}$	300
12	480	120	2	200	26	1040	260	$2\frac{1}{2}$	300
13	520	130	2	200	27	1080	270	$2\frac{1}{2}$	300
14	560	140	2	200					

[illegible]

Diameter, Inches	Length Allowed, Feet	No. of Burners
$\frac{3}{8}$	20	3
$\frac{1}{2}$	30	6
$\frac{3}{4}$	50	20
1	70	35
$1\frac{1}{4}$	100	60
$1\frac{1}{2}$	150	100
2	200	200
$2\frac{1}{2}$	300	300
3	450	450

Allowing six feet of gas per hour to a burner, this table seems to be figured for gas of a gravity of 0.42 and a loss of pressure of 0.1

in. within thirty feet. The following will show the capacity of pipes of the length and diameter given in the foregoing for gas having a specific gravity of 0.42, 0.55, and 0.68, the loss of head in each case being 0.1 inch in 30 feet.

TABLE SHOWING AMOUNT OF GAS THAT WILL BE DELIVERED IN ONE HOUR THROUGH PIPE OF GIVEN SIZE AND LENGTH WITH A LOSS OF PRESSURE OF ONE INCH OF WATER IN THREE HUNDRED FEET.

Specific gravity of gas		0.42	0.55	0.68
Diameter in Inches	Length in Feet	Cubic Feet per Hour	Cubic Feet per Hour	Cubic Feet per Hour.
3/8	20	18	15.6	14
1/2	30	37	32.2	29
3/4	50	101	88	80
1	70	210	180	162
1¼	100	360	310	280
1½	150	577	500	450
2	200	1200	1030	930
2½	300	2050	1800	1610
3	450	3300	2850	2560

Pipe Cement.—The following "dopes" are in common use for the making up of threaded pipes and fittings:

Where oil or gas or vapors are used under pressure, the best mixture is equal parts of white lead, red lead, coach-varnish, and dryer. Under ordinary conditions there may be used either:

Red lead and graphite, mixed with water and oil.
Graphite and lard-oil.
Raw linseed-oil (⅓) and Portland cement (⅔ by volume).
Asphaltum and varnish.
Plumbago and linseed-oil.
Fine emery and white lead.
Aluminum elastic cement and linseed-oil.
One part each of litharge, red lead, and white lead, mixed with linseed-oil.
Shellac and wood-alcohol.
Cylinder-oil and graphite.
White lead and coal-tar.

FLUXES FOR SOLDERING.

Iron to steel Borax and sal-ammoniac.
[illegible]
[illegible] de.
[illegible]

CHAPTER XVIII.

APPLIANCES.

A. GAS RANGES AND HEATERS.

A [illegible]
never [illegible]
long [illegible] distance of over 50 ft from the meter A 1-in. pipe is, however, better practice, as this admits the connection of a supply-pipe for a water-heater The meter should not be smaller than a 5-light. The maximum capacity of a range of this character is supposed to be about 60 cu ft per hour.

Efficiency.—[illegible] trustees of the Amer[illegible]ve test of the efficiency [illegible] of the top burners of various samples of gas-stoves may be tested by determining the length of time and the amount of gas required to heat a definite quantity [illegible]
F to the boiling-point [illegible]
the test, and the weight [illegible]
start, the exact time at [illegible]
gas consumed being accu[illegible]

The efficiency of the oven may be tested by determining the

color the more uniform is the distribution of heat throughout the oven and the better will it bake. As a rule, the ovens that show good efficiency by the baking test will also show a uniform distribution of the heat.

Burners.—Atmospheric burners in stoves may be classed in the main as ring burners with drilled holes, radial or star burners with drilled holes, ring burners with slits sawed in them, and star burners with sawed slits. Annular slit-ring burners and serrated disk or cap burners are occasionally found, but the drilled or sawed burners are most commonly used in the best type of stoves Other things

drilled radial burners, after which follow the sawed ring and sawed radial, their sequence showing the order of efficiency.

The advantage possessed by the ring burners is evident to the writer because of a certain amount of regenerative heat and also a more equal flow of air to support combustion. By regenerative heat is meant that a certain amount of the radiant heat of the burner is utilized in bringing up the gas to the point of combustion prior to ignition and thereby permitting less gas to pass the flame area consumed

Great care should be taken in the proper adjustment of air-mixers, the best test of which is the color (an electric blue) of the flame issuing from the burner. A lack of sufficient air will enormously reduce the economy and efficiency of the burners, besides causing the burner to clog up and flash back.

This flashing back is caused, as a rule, either by improper design of the burner, a preponderance of gas, or insufficient air, due either to bad regulation or stoppage. In many Bunsen burners, brass gauze, or netting, is used, both to promote the more intimate union of
the temperature of
exit from the burn
foul and, by its fa
of heat due to its
causes flashing back and premature explosion.

In an ordinary atmospheric burner the quantity of air in the mixture generally depends upon two conditions: first, the size of the air-inlet, and second, the velocity of the gas, which draws in the air by an aspirator action. It is, therefore, an absolute necessity in all conditions where atmospheric burners or Bunsen mixtures are used to have an ample gas pressure, the efficiency of the burner increasing to some measure in direct ratio to the initial

pressure. Incandescent mantles, which are in reality devices to convert radiant into luminous energy, are good examples of this principle

FLOW OF GAS IN CUBIC FEET PER HOUR THROUGH THIN ORIFICES, SUCH AS AIR-MIXERS, FOR GAS-STOVES

Pressure Equivalents			Diameter of Orifices, Inches					
Ounces per Sq In	Tenths of Inches of Water-head	Tenths of Inches of Mercury Column	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
			Cubic Feet Discharged per Hour					
	8	0 59	8 0	12 0	15	20	30	45
.	10	0 74	9 0	13 0	17	23	34	51
	12	0 89	10 0	15 0	18	25	36	56
0 8	13 6	1 00	10 8	16 0	20	27	40	61
	14	1 03	11 3	17 0	21	28	42	63
.	16	1 18	11 6	17 5	21 5	29	43	65
.	18	1 34	12 0	18 0	22	30	44	67
	20	1 48	13 8	10 0	23	32	46	72
	25	1 86	13 5	20 4	25	31	50	76
1 6	27	2 00	15 9	21 0	27	38	54	86
1 8	30	2 02	16 4	24 5	31	41	62	92
2 4	41	3	18 0	27 5	34	46	68	105
3 2	54	4	21 6	32 0	41	51	82	122
4 0	68	5	21 0	35 5	46	60	92	135
4 8	81	6	26 4	39 5	51	66	102	148
5 6	65	7	28 4	42 5	51	7t	108	160
6 4	109	8	30 0	45 0	57	75	114	169
7 2	122	9	31 0	47 0	61	78	122	176
8 0	137	10	32 4	48 5	61	81	128	182
8 8	150	11	34 0	51 0	68	85	138	191
9 6	163	12	37 2	55 0	71	93	142	209
10 4	177	13	38 8	58 0	74	97	148	218
11 2	190	14	40 4	60 5	77	101	154	227
12 0	204	15	42 0	63 0	80	105	160	236
12 8	218	16	43 0	65 0	82	108	164	243
13 6	231	17	44 0	66 0	84	110	168	247
14 4	245	18	45 6	67 0	87	114	174	255
15 2	258	19	47 0	70 0	90	117	180	263
16 0	274	20	48 0	72 0	92	120	184	270

Piping.—The gas-range having 4 top burners and an oven-burner should never be connected to the meter by less than a $\frac{3}{4}$-in pipe and this should only be in instances where the run is 50 ft. or under, 1-in pipe being used for a greater distance This calculation, based on gas having a specific gravity of 0 7, would show a loss in pressure of about 0 1 in., which, under average conditions, should be the maximum loss advisable.

A gas-range of the average type should invariably be connected to a 5-light meter, a 3-light meter, while under most conditions having the capacity for the passage of the requisite gas, entailing too great a loss of pressure. The author's tests show that a loss of pressure through a 3-light meter due to maximum demand of gas-range averages 0 4 in

Heat Insulation.—The consensus of opinion seems to be that the asbestos heat ins
the dead air-space of
be true theoretically.
ble of realization and the practical loss of radiant heat is greater; moreover, the asbestos-lined oven seems to have its heat more evenly distributed The following table, compiled by Prof. C. L. Norton, shows the protection afforded by insulating linings:

A steam-pipe heated to 385° F. shows an outside temperature of

356°	covered	with	asbestos-paper		$\frac{1}{64}$	in.	thick.
229°	"	"	"	"	$\frac{1}{32}$	"	"
302°	"	"	"	"	$\frac{1}{16}$	"	"
266°	"	"	"	"	$\frac{1}{8}$	"	"

J C. Bertsch is authority for the statement that the transmission of heat per square foot of surface per minute through a dead air-space 1 in in thickness is 8 B t u , while that of asbestos-paper 1 in. thick is 3½ B t u. He moreover states that the dead air-space, properly speaking, does not exist in the oven of the modern gas-range, it being impossible to join the metal sheets so closely as to prevent circulation; under these conditions air has little or no properties insulating value Therefore asbestos-boards $\frac{1}{16}$ to $\frac{1}{8}$ in in thickness are the more effective and economical and moreover tend to form a dead air-space with the outside metal sheet.

What is commonly known as sweating in the oven of a gas-range is largely due to the hydrogen in the gas burning to aqueous vapor and being condensed against the walls of the oven. It may be the result of improper ventilation, which may be remedied by the rather uneconomical expedient of increasing the size of the flue-outlet; or the air-passage may have become closed and steam from any article being cooked may itself have been condensed; it may also be caused by the cold walls of the oven, due to improper lining, in which case the lining should be examined and replaced The ventilation may be responsible, as before suggested, by reason of the insufficient draught, the air-ports in the range having become stopped and failing to carry off the aqueous vapor formed by the combustion of gas. In many instances, however,

it is simply the shock of the first gases of combustion coming in contact with the cold sides of the range, and this can be overcome by allowing a more lengthy burning of the pilot-light, or by leaving the oven-doors open for a minute or so after lighting the range. At this point it may also be stated that ranges when not in use for any length of time should be left with their doors partly open, or, better still, unhinged and entirely removed, as the metal of the range has a tendency to condense upon itself moisture from the atmosphere, which in a closed oven is most destructive to the sheets and linings

Gas Consumed.—The consumption of gas-range ovens varies naturally with the dimensions of the oven. With 650 to 700 B t.u. gas and 2-in water pressure the burners should be able to deliver 45 cu ft. of gas per hour to a 16-in oven and 50 cu. ft with an 18-in. oven (double burner) Under average burning conditions the oven can doubtless be heated with a less quantity of gas, but a certain latitude in heating power should be placed at the disposal of the cook, for various articles of food vary in the quantity of heat required and the period of time within which the heat should be delivered and cooking be completed

In the same way single-top burners should have a capacity of 10 cu. ft. per hour, while double burners should have some 15 to 18 cu. ft. per hour, the consumption being a matter of optional and local regulation The grate should be situated at least 1.5 in above the burner, or high enough to prevent the impinging of the flame-cone upon the bottom of the cooking-vessel, because such vessels have a tendency to lower the flame temperature, thereby preventing complete combustion The burners may be kept adjusted by keeping tight the set-screw on the shutter of the air-

It is necessary
free from carbon
tances by a fort-
nightly washing in sal-ammoniac.

Baking.—The burning of bread as well as other food may be due to placing it in the oven too soon after lighting; the oven is not then hot enough
the direction of the
al o to the use of pa
depriving the upper
sary quota of heat It may, of course, be caused by defective construction of the oven, which in
is extremely unusual. Defectiv
of the oven-bottom, etc , may
should be taken that all the dr
and free from stoppage and that the flame produced is of a proper

color and forms with the air-mixture a jet in the shape of a perfectly symmetrical cone. There is no economy in placing food in the oven before it attains the proper heat, which under usual conditions is approximately four minutes. This period of preparation permits the walls and linings of the range to heat up and the atmosphere of the range to obtain the temperature requisite to efficient service. This is especially necessary with a gas-range, because the intense heat is localized immediately beneath the oven, usually within 3 in. under the bottom of the bread, whereas, with the ordinary coal-range, the oven is more or less insulated from direct heat, but is heated by the products of combustion, all parts equally and practically simultaneously.

In extreme cases a covered baking-pan with a ventilator may be used; this ventilator should remain closed until the bread is nearly baked. This cover should be removed at from two to three minutes before taking the bread from the oven, which period is usually sufficient to properly brown it. During this final period the heat should be increased to the maximum capacity of the burner.

The rule, to preheat the oven, should be invariable, and it is usually best to accomplish this by using the maximum capacity of the oven-burner, after which the flames may be somewhat reduced until a slow, even heat is secured. As before mentioned, the temperature is again increased to maximum during the "browning" period. The temperature necessary in ovens, of course, varies directly with the food to be cooked, pastries, etc., requiring intense quick heat, while other food requires slow, even temperature.

Gas-ranges when leaving the factory are generally regulated for the average pressure in the town in which they are to be installed. In every town, however, the district or local pressure varies widely. It is occasionally necessary to change this rating on the part of the range, which is done either by supplying a different nozzle or tip, these being furnished by the range-makers and located in the gas-inlet of the burner. Gas-ranges cannot be expected to operate efficiently under a greater variation than that of 1.8 to 3.5 in., 2 to 2.5 in. obtaining the highest efficiency. Should the district pressure vary between greater limits than these, a proper governor should be placed either upon the house service or directly before entering the gas-range itself.

Essentials.—A few of the essentials to be observed in the selection of a gas-range by any gas company are:

1. Removable burners to facilitate cleaning.
2. Snugly fitting air-shutters, convenient to adjust and fitted with set-screws to retain the adjustment.

3 Removable linings for facilitating repairing
4 Sufficient weight of castings to prevent breakage in moving and mechanical strength, such as unusual strength on the part of hinges, brackets, and all castings subject to strain
5. Distribution of heat in the oven.
6. Properly set burners, their position being located so as to obtain the highest efficiency in combustion
7. Oven-burners, evenly drilled, distributing the flame in equal cones and low enough not to impinge the flame upon the baffles or heat-distributors over the bottoms
8. Sufficient flue-opening to prevent smothering the burners, to remove aqueous vapors from the oven, and to furnish ventilation for steam.
9. Sufficient air-ports to supply ventilation to the above flues
10. Linings of sufficient thickness, say not less than 22 or 24 B & S. gage, so as to prevent rusting out in a reasonable length of time
11. Proper construction of top burner to prevent leakage in cemented joints

The quantity of heat lost by radiation in gas-ranges will average 20 to 25 per cent

Combustion.—The drilled burner has now been almost universally adopted. The size of drill-holes for an average illuminating-gas of 2-in pressure will average for the top burners (single burners) $\frac{3}{32}$ in. diameter. For the top burners (double) $\frac{7}{64}$ in., except in the case of double top burners with two valves, which have drilled holes of $\frac{3}{32}$ in., even burners having two valves will average $\frac{7}{64}$ in diameter holes.

The following excellent description of the inductor or aspirator in a gas-burner is given by P A Degener The action of the inductor of an atmospheric gas-burner depends upon the friction of the moving stream of gas which draws in air around it, the kinetic energy of the gas giving power to bring the mixture to the outlet of the burner The two essential points are: to combine the velocity and force of the gas-jet with the largest possible surface, and shape the inductive body in such a way that the incom [illegible]

[illegible]

var [illegible] e

in c [illegible] t

its use by children or ignorant persons.

It is a matter of history that ninety per cent. of the gas-range accidents which have occurred have been through a meddling with

or improper use of this cock, with the result that its service has

chanical correctness of fittings, and who should then instruct the consumer in the use of the appliance.

As it may occasionally be necessary to set the gas-ranges or gas-burning appliance in districts where the pressure is abnormally low or subject to

sawed burner

gas-ranges and

othe [illegible] pon its calorific value, which varies in the case of coal-gas, straight water-gas, or mixed gas The gas should have, however, a value of about 650

for

calorific value) *The most satisfactory results from water-gas,* however, are obtained from a 22-c.p. gas, with this gas, while it is possible to adjust a Bunsen mixture at 1.5 in. pressure, the most satisfactory results obtain under 2 5 in. pressure, the maximum

used adjacent to

sheet asbestos-board

Testing Ranges.—As has been said, under very widely varying pressure conditions, or rather under conditions of extreme high or low pressure, where local governors may be deemed inadvisable, it may sometimes be best to vary the size of the nozzle used on the gas-inlet to the Bunsen burners

These nozzles are bored or drilled according to the B. & S. or Morse standard drill gages, and to test or identify their sizes, which run usually between 30 and 45, an internal-diameter gage is used,

the largest fuel-supplying companies of this country shows about the following average·

The floor test, which is made by placing a black-bulb chemical thermometer upon the floor immediately beneath the oven and just below the center of the range, should show a mean temperature of about 120 deg. Fah. in 40 minutes after lighting.

It is necessary that a black-bulb thermometer be used in order to prevent the reflection of radiant heat.

It is presumed that a gas-range oven of ordinarily good construction will attain a baking heat, viz, about 400 deg Fah, with 650 B.t.u. gas in from 9 to 11 minutes (pressure from 1 5 to 2 0 in).

The consumption of gas during this period of time (i.e, 10 minutes) varies from 4.5 cu ft. with air-jacketed, sheet-iron ranges to 11 cu. ft. with "all cast-iron type "

Very few makes of ranges, from a standpoint of efficiency, show identical results, those of low efficiency being sometimes compensated to some extent by points of durability, strength, etc.

Fig 63 —Gage for Burner-holes.

The oven test is made by perforating the side of the oven and inserting a 700-deg Fah. straight-tube thermometer through an asbestos saddle The saddle should shield the thermometer from

should be evenly browned and upper and lower racks should show uniform results and identical heat

Moreover, the center of the oven should show no different results from its extreme edges, a test for even heat throughout the oven being best effected by placing small pieces of unglazed paper of equal size in various portions of the oven and noting the degree of equality with which they are browned.

The floor temperature test should never indicate a higher heat than 1100 deg Fah., as any increase over this may become dangerous to woodwork.

A number of companies specify an air-space of not less than 1 inch in the bottom construction of the oven, and that there be not less than 3 inches of clear air-space between the bottom of the

(see Fig 64) as to permit their being readily interchanged.

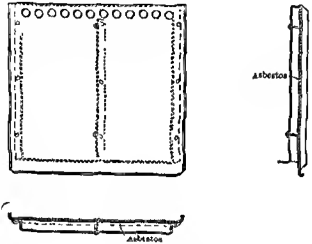


Fig 64.—Asbestos Gas-range Lining.

quickly, for cake it should turn golden brown when placed upon the middle shelf.

Demonstrators should be urged to, as far as possible, instruct consumers in the method of boiling, broiling, etc., within the oven instead of upon the upper burners. It is possible, in fact, to execute any manner of cooking within the oven which can be done upon the top burners, and usually much more efficiently and with better culi

urge upon

maintenan

and the ob

The range should be washed at least twice a month with a stiff brush and afterwards by a cloth with warm water and a little caustic

soda. The casting should be gone over while the parts are still

ments after reassembling to dissipate any possible dampness and prevent rust.

The whole should then be gone over and carefully oiled with a rag containing machine-oil This will prevent rust and is infinitely preferable to any form of stove-polish.

A set of specifications gotten out by one of the leading gas engineers is herewith appended

Range Specifications.—The weight of a 16-in range complete shall not be less than 150 lbs, that of an 18-in range not less than 175 lbs.

Top Burners.—To consist of three single, one giant, and one simmer burner. Giant burner to be the left-hand front burner Simmer burner to be located back of the front burners and not inside of any of the burners

To be separable with a good depth of bowl, with a well-fitting joint,—construction as shown on accompanying drawing preferred All burners to be so placed that they can be lifted out, no bolts to be used

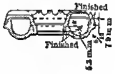


Fig 64—Gas-range Top Burner.

Carrying-tube.—Top burners to be open on the mixer end to admit brush for cleaning Mixer to have adjustable shields that can be made rigid when required

Top and Oven Mantles.—To be extra heavy ¾-in pipe throughout

Gage of Metal.—In the body and linings of the stove to be No. 24.

Body of Stove.—To have dead air-space not less than ½ in. asbestos-lined.

Pipe-collar.—To take 4-in. pipe, and to be located on rear of range top

Oven Flame-plate—The oven flame-plate and bottom should be of not less than 20-gage metal with center braces. (See Fig 61) This flame-plate construction is preferred.

Oven-burners—To be two long drilled burners, open at mixer, and to admit brush for cleaning.

Pilot-light—To be so constructed that it will light both oven-burners, and the flame to be visible from the outside of the oven.

Valves—Ranges to have needle-valves having independent adjustable apertures with needle-point beads that can be easily

moved with fingers for the purpose of properly adjusting the gas supply. Needle-point heads to be covered by suitable caps

Gas Supply to Top Burners.—To be taken off manifold at back

. . . to be provided between bottom of range and floor.

Doors.—To be drop pattern balanced by counterweight; no catch or spring to be used.

Gas Apertures.—To be drilled to allow a consumption by oven-burner of 27 cu. ft. each. Single-top burners to be 12 cu ft. capacity, giant burners 18 cu. ft., water-heater burners 40 cu. ft., measured at a gas pressure of 1.2 in.

B. LIGHTING APPLIANCES.

Mantle Burners.—Incandescent gaslights increase in candle-power in direct ratio with the pressure of the gas flow, and it is the experience of the writer that they cannot be successfully operated under less pressure than 1.8 in. of water.

There are many makes of these lights, the best of which should comply with the following specifications:

First.—That both the air-inlet and gas-inlet be capable of easy and complete regulation

Second.—That the parts be as nearly as possible interchangeable

Third.—That the mantles burn with an even light throughout their entire service, and be of satisfactory longevity, in which latter respect the aluminum-type mantle seems to take preference over those supported by asbestos.

The gas-apertures in the regulating-valves of these burners are exceedingly small and easily clogged. It should therefore be a cardinal rule with all gas companies that their workmen should carefully examine the condition of the fixtures before installing a burner or replacing a mantle, and that this examination should reveal a clear, unimpeded flow of gas with full pressure and freedom from obstructions, this latter being caused, as a rule, by condensation in the pipes, meter, or services, and which can generally be removed by the sudden admission of compressed air from a pump to the proper condensing-chamber.

Candle-power and Heat Value.—In a lecture delivered before the Institution of Gas Engineers, Prof V. B. Lewes gave the following table as the average relation between candle-power and calorific value as determined by a number of tests, but said that the results in any particular case might vary 5 per cent either way from these, and even with this qualification exception was

taken to the figures by some gas engineers. They stand, however, as the most definite statement yet published

Candle-power	Calorific Value, B t u per Cubic Foot			
	Coal-gas		Carburetted Water-gas	
	Gross	Net	Gross	Net
12	540	480	490	452
13	560	500	510	472
14	585	522	529	489
15	610	542	547	508
16	625	562	567	527
17	647	582	587	547
.8	670	603	607	567
19	690	622	627	587
20	712	642	647	607

As a result of work done in the University of Michigan, Messrs White, Russell, and Traver decided that, all other conditions being the same, the light given per cubic foot of gas, when consumed in incandescent burners, was proportionate to the calorific value of the gas, and increased directly at the rate of one candle per each additional four calories (or 15 87 B t u)

With these experiments the ordinary C Welsbach burner, with Welsbach mantles, was used, the air and gas adjustment of the burner being such as to obtain the maximum of light Prof V. B Lewes claims, however, that the efficiency of the gas in an incandescent burner depends more upon the flame temperature than upon the calorific value, and cites results of certain experiments, showing a duty of from 19 to 20 candles per cubic foot from blue water-gas when burned in a certain design of Argand burner without any preadmixture of air

The mantle itself never attains the theoretical, or even the actual, temperature of the flame, so for all practical purposes the

· may

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heat-units which may be developed from it by complete combustion, the comparison being per cubic foot The calorific value of an elementary substance can only be obtained by experiment, but that of compounds is simply calculated by an addition of the sum of the known heat value of their constituents

Caloric Requirements for Incandescent Lighting.—Mantles can be made to give their full lighting power with low

heat-unit gas, such as blue water-gas, which runs as low as 290 B.t.u per cubic foot. With 350 B.t.u. blue gas a first-class 80-candle-power Welsbach burner will give its full lighting power on 6¼ feet of gas

There is always a peculiarity to be noted in the case of blue gases, such as was found with the 80-c.p burner just cited. The ordinary American Welsbach No. 71 burner consumes about 4 cubic feet of 600 B.t.u. gas to give its full lighting power. This same burner, which should theoretically burn 7 to 8 cubic feet of 300 B.t.

combustion of gas for the direct production of light are very fully set forth in King's "Treatise on Coal-gas," from which the following summary has been taken. "Since the light given by a gas-flame is due principally to the raising to incandescence of particles of carbon set free by ... the maximum amount of ... e so consumed as to secur... eatest possible number of carbon particles and the raising of the particles to the highest possible temperature These two conditions can only be secured by the proper regulation of the amount of air supplied to the gas-producing flame, and of the manner in which the air is brought into contact with the gas. The formation of the carbon particles being due to decomposition of the hydrocarbon constituents of the gas, principally by effect of heat, anything which tends to cause the combustion of these hydrocarbons before they are sufficiently heated to be decomposed reduces the amount of light given by the flame by reducing the number of carbon particles present in it. And since the amount of light produced by any given number of carbon particles ... temperature to ... temperature ... it.

"Any admixture or intermingling of air and gas reduces the

flame Any over-draught by which an excess of air is brought into contact with the flame so as to be heated by it reduces the illuminating power by cooling the flame. To secure the maximum amount of light from the gas, it is therefore necessary that the air should be brought into contact with the gas in just the proper amount required for its complete combustion, and in such a way that the contact takes place only on the surface of the flame. With

flat flames the great cause of intermingling of air and gas and of excess rush of air against the surface of the flame is a high velocity of exit of the gas from the burner-tip into the atmosphere. The

sure at which the gas
re essential that the
burner this pressure
ith flat-flame burners

a certain amount of pressure is necessary to develop the flame to its proper shape, this being especially the case with union jet (fish-tail) burners.

of a low pressure at the burner-tip the improved forms of flat-flame burners are provided either with some forms of governor, which maintains the pressure at the tip constantly at the proper point, no matter how much the pressure on the piping increases, or else with a 'check,' which is usually a metal, steatite, or lava disk inserted in the burner pillar so as to cut off any flow of gas to the tip except

than that of
' the opening
ing with the

pressure at which the burner is designed to be used, that is, the higher the pressure the smaller the hole in the check for same-sized tip.

"To produce a steady, even flow of gas without any swirling motion, some burners have placed between the check and the tip

breaks up any currents and ren-
oughout the whole area of the
upon the steadying action pro-

duced by the large area of the burner pillar above the check as

out inside to conform with its shape outside. The effect of extra

-bottom slit this effect is avoided, as the gas issues in a direction along which it is free to travel without being turned aside, and the flame is thus kept of more even thickness throughout.

"In Snugg's table-top burners the effect of the upward rush of air in increasing the thickness of the lower edges of the flame is still further guarded against by forming a circular 'table' immediately under the top of the tip, the projection of which deflects the currents of air and prevents them from rising vertically against the flame"

C INDUSTRIAL APPLIANCES.

Operation.—For gas-furnaces and industrial appliances the air pressure should have a minimum of one pound and a maximum of two. The exact air pressure, of course, depends upon the thermal quality of the gas, it being necessary to obtain the exact ratio between the two for complete combustion.

Flashing back in all forms of Bunsen burners is caused by the flame traveling back through the burner to the issuing gas-jet and may be due to insufficient velocity of exit at the burner-head of the gas-air mixture, to a too highly heated burner-head, to the exit orifices of the burner-head being too small, to the mixing-tube being too hot, etc.; it may be overcome by increase of gas pressure or the removal of the mixer to a further distance from the heat area It is sometimes caused by the faulty design of the burner, but in practice more often by the clogging of the burner or air-hole strainer, thereby reducing the gas velocity, as before mentioned. It is occasionally remedied by the intervention of one or more wire screens between the head of the burner and the air-intake. This acts on the principle of the Davy lamp, reducing the temperature of the gas to below the combustion-point. An angle bend or deflection in the pipe intervening between the air-mixture and burner outlet tends to prevent flashing back, which fact is utilized in the construction of the Martin incandescent burner.

A test made by the Troy Laundry Machine Co. shows a saving

of one-half of the gas consumed by admission of air to Bunsen burners under pressure, as against the use of atmospheric burners

The minimum pressure of gas for gas-arcs should never be less than 2 in, 3 in. being good average The maximum of low-pressure efficiency is usually obtained at about 4 5 in., but under high-pressure conditions the result obtained at one pound per sq. in. pressure practically doubles the efficiency of the appliance.

Where air is admitted to Bunsen burners under considerable pressure and the gas and air are brought together at the burner, there is a chance, due usually to some stoppage in the burner, of the air backing up into the meter and forming there an explosive mixture To prevent this, it is a safeguard to place a free-swinging check-valve on installations of this kind between the burner and the meter

The writer's tests of efficiency of burners under stereotyping crucibles and linotype machines vary between 60 and 70 per cent. The complete combustion, of course, depends upon the chemical constituents of the gas, it will run, however, between two and three times the gas volume in general practice

The Bunsen mixture or complete combustion of gas through the preadmixing of air is best observed by its gradation in color. The pure gas burns a yellow flame, the preadmixture of air is indicated by a blue cone, an increase of air showing green, which in excess shades down almost to the white of an alcohol flame, l

stoppin

The

ture obtained from a Bunsen flame to be 1950° to 2000° C.

Consumption.—The consumption of burners used in various industrial furnaces and processes has been found to be as follows.

Appliances	Average Consumption Cu Ft per Yr	Appliances	Average Consumption, Cu Ft per Yr
Rivet-heaters	300,000	Braziers	75,000
Meat-branding machine	150,000	Caldron heaters .	120,000
Hotel range	300,000	Soldering furnaces. .	40,000
Tinning bath	300,000	Gas-arc lamps	24,000
Linotype machine	50,000	Tailor-iron heaters	40,000
Gas forges	300,000	Laundry irons	18,000
Gas bakery ovens	200,000	Gas manglers	50,000
Gas steam-tables	200,000	Glue pots	40,000
Enameling ovens	120,000	Water-stills	30,000
Confectioners' gas-stoves	120,000	Gas broilers	50 000
		Incubators .	10,000
Popcorn poppers and peanut roasters	50,000	Gas-engines per actual working h p.	60,000

Gas-engines.—In order to find the size of meter required for a gas-engine, multiply the brake horse-power by 3.4+5 for the number of lights of meter.

Exhaust-pipe—From 1 to 5 horse-power requires a 1-in. to $1\frac{1}{4}$-in. pipe, above that size the diameter of the pipe should equal $D=0.528$ h p$^{0.57}$, or about 0.528×the square root of the horse-power. The heat of the exhaust-pipe is great and likely to burn wood if too near. Bends of 6 in diam. or more should be used and no elbows or T's allowed. Turn the outlet of the pipe to look downward. To prevent excessive noise, the pipe can be carried into a drain-pit and surrounded with stones covered over with straw.

Cooling-water.—About 5 gallons of water per horse-power per hour will be required for the cylinder if the water be taken direct from the main. If hard water is used, a handful of washing-soda should be used in the tank every month.

Circulating-tank—About 20 or 30 gallons per h.p. of cooling-water with pipes from 1 to 3 in diam. are necessary. The return-pipe is usually a little larger than the flow, with a rise of at least 2 in. per foot leading to the tank at the normal water-level.

PART III.

GENERAL TECHNICAL DATA.

CHAPTER XIX.

PROPERTIES OF GASES.

A. Composition
B. Volume.
C. Specific Gravity.
D. Specific Heat.
E. Calorific Value.
F. Temperatures.
G. Heat Data.

A COMPOSITION OF GASES.

Various Gases.—The following table is given by Bates as the average percentage constitution of the gases named

AVERAGE COMPOSITION OF GAS (PER CENT)

Gases	CO_2	O	CO	N	C_2H_4	CH_4	H
Flue gas (bituminous coal) . .	9 65	8 55	0 00	81.80	0 00	0 00	0.00
Hoffman coke-oven gas.	1 41	0 43	6 49	0 00	2 04	36 31	33.32
Producer-gas (bituminous coal)	2 05	0 30	27 00	55 30	0 40	2.50	12 00
Producer-gas (anthracite coal) . .	2 50	0 30	27 00	57 00	0 00	1.20	12 00
Water-gas .	3 00	0 50	45 00	2 00	0 00	3 50	45 00
Natural gas. . . .	0 40	0 80	0 60	3 00	1 00	72 00	22 00
Coal-gas	0 30	0 40	0 60	2 80	4 30	36.50	48 10

The following table is credited to J. M. Morehead.

APPROXIMATE COMPOSITION OF ORDINARY GASES.

Gas	Carbon Dioxide	Illuminants	Oxygen	Carbon Monoxide	Hydrogen	Methane	Nitrogen	B t u per Cubic Foot	Specific Gravity
Water-gas 24 c p.	4.5	13.0	0.5	29.0	32.0	16.0	5.0	720	0.63
Coal-gas 16 c p ..	2.0	5.5	0.5	11.5	43.5	35.0	2.0	610	0.45
Acetylene (commercial) .		96.0	1.0			....	4.0	1600	0.92
Flue gas	16.0		4.5	0.5	.	...	79.0	....	1.06
Pintsch gas	0.5	23.5	0.5	1.0	18.5	52.5	3.5	1100	0.73
Engine exhaust .	8.0		17.0	..		...	75.0	....	1.04
Producer-gas	6.0			22.0	11.0	3.0	58.0	150	0.80
Natural gas	2.0	2.7	0.1	1.0	.	88.1	5.2	900	0.56
Blue water-gas	3.0			43.25	50.0	0.5	3.25	350	0.42
Air .			20.7				79.3	. .	1.00

The above figures are given as an average of those which ordinarily obtain in the best practice. Local conditions and requirements probably will, of course, vary these figures in individual instances

Properties.—Another authority compiles the following characteristics of gases usually met with in metallurgical calculations.

CARBONIC ACID OR CARBON DIOXIDE.

Formula	CO_2
	73.7% O, 27.3% C
	1.529
	.116
	8.62
1 cu ft	Non-cumbustible
	Non-combustible
water	1.23

ILLUMINANTS OR HEAVY HYDROCARBONS.

Formula	90% C_2H_4
Composition by weight	85.7% C, 14.3% H
	.985
	.074
	13.38
1 cu ft	14.31
	1675
water	.15

OXYGEN

Formula . . .	O
Composition by weight	100% O
Density or specific gravity, air = 1	1 105
Lbs per cubic foot	084
Cubic feet per lb .	11 94
Cubic feet air necessary to consume 1 cu ft	Non-combustible
B t u per cubic foot	Non-combustible
Solubility Vols absorbed in 1 vol water	028

CARBONIC OXIDE OR CARBON MONOXIDE.

Formula . . .	CO
.	42 9% C, 57.1% O
.	967
	073
	13 57
	2 39
B t u per cubic foot	341
Solubility Vols absorbed in 1 vol water	023

HYDROGEN

Formula . . .	H
	100% H
.	069
	006
	189 23
. .	2 39
B t u per cubic foot .	345
Solubility Vols absorbed in 1 vol water	019

METHANE OR MARSH GAS

Formula . . .	CH_4
.	75% C, 25% H
	556
	0422
	23 72
.	9 56
	1065
. .	035

NITROGEN

Formula	N
Composition by weight	100% N
Density or specific gravity, air = 1 .	971
Lbs per cubic foot	073
Cubic feet per lb	13 57
Cubic feet of air necessary to consume 1 cu ft . .	Non-combustible
B t u per cubic foot	Non-combustible
Solubility Vols. absorbed in 1 vol water.	.015

ACETYLENE.

Formula	C_2H_2
Composition by weight	93.3% C, 7.7% H
Density or specific gravity, air=1	918
Lbs. per cubic foot	069
	14 32
cu ft	11.91
	.1600
ater	1.11

AIR.

Formula	Mixture O and N
	77% N, 23% O
	1 000
	.076
	13 15
	Non-combustible
B t u per cubic foot	Non-combustible
Solubility Vols absorbed in 1 vol. water.	.017

SPECIFIC GRAVITY, WEIGHT, AND SOLUBILITY IN WATER OF VARIOUS GASES AT 60° FAHR AND 30 IN BAROMETER

Name	Specific Gravity, Air Equal 1 000	Weight of a Cu Ft in Pounds Avoir	Weight of a Cu Ft in Grains	Number of Cu Ft Equal to 1 lb	Solubility 100 Vols of Water Absorbed
Hydrogen	0 0691	0 00320997	37 09	198 68	1 93 vols
Light carburetted hydrogen	0 559	0 0428753	300 12	23 32	3 91 "
Ammonia	0 590	0 045253	316 77	22 09	72,720 "
Carbonic oxide	0 967	0 0741689	519.18	13.48	2 43 "
Olefiant gas	0 968	0 0742456	519 71	13 46	16 15 "
Nitrogen	0 9713	0 07449871	521 49	13.42	1 48 "
Air	1 000	0 0767	536 90	13 03	1 70 "
Nitric oxide	1 039	0 0796913	557 83	12 54	Not soluble
Oxygen	1 1056	0 08479932	593 59	11.79	2 99 vols
Sulphureted hydrogen	1 1747	0 09009948	630 69	11.09	323 26 "
Nitrous oxide	1 527	0 1171209	819 84	8 53	77 78 "
Carbonic acid	1 529	0 1172743	820 92	8.52	100 20 "
Sulphurous acid.	2 247	0 1723449	1206 41	5.80	4276 60 "
Chlorine	2 470	0 189449	1326.14	5 27	236 80 "
Bisulphide of carbon	2 640	0 202488	1417 41	4 93	Not soluble

B VOLUME OF GASES.

Expansion of Gases.—According to Professor Lineham, "two laws govern the varying volume of a gas, according to whether temperature or pressure be kept constant The first law of gas expansion, discovered by Boyle in 1662 and verified by Marriotte in 1676, states that the volume of a given portion of gas varies inversely as its pressure if the temperature be constant Shown by symbols,

$$V \text{ varies as } \frac{1}{P} \quad \text{and} \quad PV = \text{a constant}.$$

The relation of P and V is shown by diagram in Fig 66, the ordinates PP' of the curve representing pressure and the abscissæ VV' corresponding volumes, a temperature $t°$ being main-

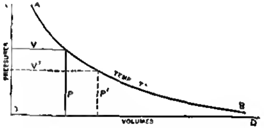

Fig 66—Relation of Volume to Pressure.

tained. Only one curve, the rectangular hyperbola, has ordinate × abscissa constant throughout, and that is the form of the curve AB Although always approaching the co-ordinates OC, OD, it only meets them at infinity

Isothermals.—By reason of equality of temperature, AB is also known as the isothermal of a perfect gas, that is, of a gas following Boyle's law perfectly Marriotte's tubes, Fig. 67, prove fairly well the accuracy of this law A and B are strong glass tubes, A being sealed at top, level with mark 10, and C is a stout though flexible rubber tube Taking the first position, mercury is poured into the funnel D until about level with 0, and a final adjustment made by moving B up and down. A portion of air, imprisoned in the leg A, supports a pressure of one atmosphere, D being open, and has the volume of 10 in.

Raise B until the mercury reaches 35", and the fluid in A will have risen to 5" The difference of mercury levels is now 30 in, representing an additional pressure of one atmosphere; so the air

now supports two atmospheres and has a volume of 5 in., or $P \times V$ is constant. Intermediate experiments can easily be obtained and the law more generally proved. The so-called permanent gases are practically perfect, and others fairly so, if measured at a much higher temperature than that of liquefaction.

The second law of gas expansion was discovered by Charles in

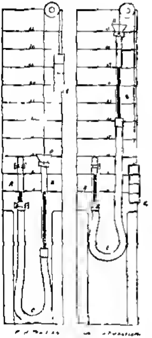

Fig 67.—Apparatus Illustrating Boyle's Law

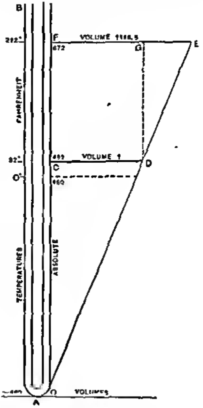

Fig 68.—Relation of Volume to Temperature.

1787, published by Dalton in 1801, and by Gay-Lussac in 1802, all independently The last-named completely verified the law, which states that the increase in volume of a given portion of gas varies directly as the increasing temperature, if the pressure be constant; or, if V be original volume, V_1 the increase, V_2 the total volume after increase, and $t°$ the rise in temperature,

$$V_1 \text{ varies as } t° \quad \text{and} \quad V_1 = Vat°,$$

a being the coefficient of cubical expansion V and a are constant and t° the only variable; hence

$$V_2 = V + V_1 = V + (Vat^\circ) = V(1 + at^\circ).$$

The coefficients of linear expansion for solids vary with the substance, as do also their cubical coefficients (being three times the linear ones), but all gases not only expand regularly, but each to the same amount, increase of temperature being equal, one coefficient serving for all Between 32° and 212° the total expansion is $0.3665V$ or $\frac{0.3665}{180} = 0.00204$ for each degree: figures found by Gay-Lussac, expanding the air in an air-thermometer, the bulb dipping in heated water, whose temperature was taken by mercury-thermometer

Absolute Zero of Temperature.—Let AB, Fig 68, be an air-thermometer with an air-tight piston C, and the volume AC be called 1, the temperature being 32° Set off ordinate CD for volume at 32°, *and FE for that of 212° The latter will be* 1.3665, and the gradual volumetric increase be shown by the straight line DE Supposing the law true for extreme limits, line DA (a production of DE) will mark out the volume as we decrease the temperature, ultimately meeting AB in A Then at A the volume will have decreased to nothing, and all the heat will have been taken out of the air Though these possibilities are absurd, their

similar triangles.

$$\frac{AC}{CD} = \frac{DG}{GE} \quad \text{and} \quad AC = \frac{DG \times CD}{GE} = \frac{180 \times 1}{1.3665} = 492^\circ \text{ about,}$$

then

$$A\text{'s reading} = 492^\circ - 32^\circ = 460^\circ \text{ below zero F}$$

Any ordinary temperature F may, then, be made absolute by adding 460, and while t° indicated Fahrenheit readings, τ will show absolute readings

Note that Fig 68 is a graphic statement of Charles' law, AE being an isopiestic or line of constant pressure, and AB a line of constant temperature

Combination of Boyle's and Charles' Laws.—PV is invariable for any particular position on the thermometric scale; but

if t° be raised, the value of PV will be raised also. In Fig. 68, if P be kept constant, v will vary as t; so if V increases at the same rate as t, any series of multiples of V will similarly increase; and as P would be such a multiplier in Fig. 68, then

$$PV \text{ varies as } t \quad \text{and} \quad PV = ct,$$

which is strictly general, c being a coefficient depending on the gas.

Taking one pound of air at a temperature of 32°, and at atmospheric pressure, reckoning in lbs. per sq. ft. and in cubic feet, Regnault found by experiment that

$$PV = 26{,}214 = ct, \quad \text{then} \quad c = \frac{26{,}214}{32+460} = 53.28.$$

For superheated steam $c = 85.5$.

The above formula gives P or V at any temperature, when c is known

Three States of Matter.—These, the solid, liquid, and gaseous, are well understood, and it is also now admitted that all bodies are capable of existence in each case successively, though not necessarily at the normal pressure and temperature. Taking one pound of any substance and applying the specific heat due to its state, its temperature rises one degree, and as the specific heat is approximately regular for each state, practically the whole heat is registered on the thermometer. But in all substances two critical points occur, called the points of fusion and evaporation, and known respectively in case of water as the 'freezing- and boiling-points', at these points additional heat is absorbed merely to do the work of rearranging the molecules, of fusing or melting on the one hand and of evaporating on the other hand Such 'latent' heat is not observable on the thermometer and must, therefore, be otherwise detected."

SOME OF THE MORE COMMON GASES

Gas	Symbol	Molecular Weight	Gas	Symbol	Molecular Weight
Ammonia	NH_3	17	Nitrogen	N_2	28
Atmospheric air	...	...	Nitrous oxide	N_2O	44
Bromine	Br_2	160	Nitric oxide	NO	30
Chlorine	Cl_2	71	Nitrous anhydride	N_2O_3	76
Carbonic oxide	CO	28	Nitric peroxide ...	NO_2	46
Carbonic anhydride	CO_2	44	...	N_2O_4	92
Ethylene	C_2H_4	28	Oxygen	O_2	32
Hydrogen	H_2	2	Sulphuretted hydrogen	H_2S	34
Hydrogen chloride	HCl	36.5	Sulphurous anhydride	SO_2	64
Iodine	I_2	254	Sulphur	S_2	64
Methane	CH_4	16	Water	H_2O	18
Mercury	Hg	200			

WEIGHT OF AIR CONTAINING AQUEOUS VAPOR

(Under an atmospheric pressure of 29 921 inches of mercury)

Temperature, Fah Deg	Weight of One Cubic Foot of Dry Air, Lbs	Vapor Tension of Water-vapor, Inches of Mercury	Tension of the Air in a Mixture of Air and Water-vapor, Inches of Mercury	Mixtures of Air Saturated with Water-vapor			
				Weight per Cubic Foot			Weight of Water-vapor Mixed with One Pound of Air Lbs
				Air, Lbs	Water-vapor, Lbs	Total Mixture, Lbs	
0	0 0804	0 044	29 877	0 0863	0 000070	0 080379	0 00092
12	0842	0 074	29 849	0840	000130	084130	00155
22	0824	0 118	29 803	0821	000202	082302	00245
32	0807	0 181	29 740	0802	000301	080504	00379
42	0791	0 267	29 654	0784	000440	078940	00561
52	0776	0 388	29 533	0766	000667	077227	00819
62	0761	0 556	29 365	0747	000881	075581	01179
72	0747	0 785	29 136	0727	001221	073921	01680
82	0733	1 092	28 829	0706	001667	072267	02361
92	.0720	1 501	28 420	0684	002250	070717	03289
102	0707	2 036	27 8 5	0659	002997	068897	04547
112	0694	2 731	27 190	0631	003946	067046	06253
122	0682	3 621	26 300	0599	005142	065042	08584
132	0671	4 752	25 169	0564	006639	063039	11771
142	0660	6 165	23 750	0524	008473	060873	16170
152	0649	7 930	21 991	0477	010716	058410	22465
162	0638	10 099	19 822	0423	013415	055715	31713
172	0628	12 758	17 163	0360	016682	052682	46338
182	0618	15 960	13 961	0288	020536	049336	71300
192	0609	19 828	10 093	0205	025142	045642	1 22643
202	0600	21.450	5 471	0109	030545	[illegible]	[illegible]

TEMPERATURE CORRECTION FOR BAROMETRIC READINGS TO 60 DEG F AND 30 INCHES.

(Divide observed volume by the factor found under column of observed temperature and opposite observed barometer.)

Therm / Bar., In.	32°	34°	36°	38°	40°	42°	44°	46°	48°	50°	52°	54°	56°	58°
28.0	0.998	0.993	0.988	0.984	0.979	0.974	0.970	0.965	0.960	0.956	0.951	0.946	0.942	0.937
28.1	1.002	0.997	0.993	0.988	0.983	0.978	0.973	0.969	0.964	0.959	0.955	0.951	0.945	0.941
28.2	1.006	1.001	0.996	0.991	0.988	0.981	0.977	0.972	0.967	0.963	0.958	0.953	0.949	0.944
28.3	1.009	1.004	1.000	0.995	0.990	0.985	0.980	0.976	0.971	0.966	0.961	0.957	0.952	0.947
28.4	1.012	1.007	1.002	0.998	0.993	0.988	0.984	0.979	0.974	0.970	0.965	0.960	0.955	0.951
28.5	1.016	1.011	1.006	1.001	0.997	0.992	0.987	0.983	0.978	0.973	0.968	0.964	0.959	0.954
28.6	1.020	1.015	1.010	1.005	1.001	0.995	0.991	0.986	0.981	0.977	0.972	0.967	0.962	0.958
28.7	1.023	1.018	1.013	1.009	1.004	0.999	0.994	0.990	0.985	0.980	0.975	0.970	0.966	0.961
28.8	1.027	1.022	1.017	1.012	1.007	1.003	0.998	0.993	0.988	0.984	0.979	0.974	0.969	0.964
28.9	1.031	1.026	1.021	1.016	1.011	1.006	1.001	0.997	0.992	0.987	0.982	0.977	0.973	0.968
29.0	1.034	1.029	1.024	1.019	1.014	1.010	1.005	1.000	0.995	0.990	0.986	0.981	0.976	0.971
29.1	1.038	1.033	1.028	1.023	1.018	1.013	1.008	1.004	0.999	0.994	0.989	0.984	0.979	0.975
29.2	1.041	1.036	1.031	1.026	1.021	1.017	1.012	1.007	1.002	0.997	0.992	0.988	0.982	0.978
29.3	1.045	1.040	1.035	1.030	1.025	1.020	1.015	1.011	1.006	1.001	0.996	0.991	0.986	0.981
29.4	1.048	1.043	1.038	1.033	1.028	1.024	1.019	1.014	1.009	1.004	0.999	0.995	0.990	0.985
29.5	1.052	1.046	1.041	1.036	1.032	1.027	1.022	1.018	1.013	1.008	1.003	0.998	0.993	0.988
29.6	1.055	1.050	1.045	1.040	1.036	1.031	1.026	1.021	1.016	1.011	1.006	1.001	0.996	0.992
29.7	1.059	1.054	1.049	1.044	1.039	1.034	1.029	1.025	1.019	1.015	1.010	1.005	1.000	0.995
29.8	1.063	1.058	1.053	1.048	1.043	1.038	1.033	1.028	1.023	1.018	1.013	1.008	1.003	0.998
29.9	1.066	1.061	1.056	1.051	1.046	1.041	1.036	1.031	1.026	1.022	1.017	1.012	1.007	1.002
30.0	1.070	1.065	1.060	1.055	1.050	1.045	1.040	1.035	1.030	1.025	1.020	1.015	1.010	1.005
30.1	1.073	1.068	1.063	1.058	1.053	1.048	1.043	1.038	1.033	1.029	1.024	1.019	1.014	1.009
30.2	1.076	1.071	1.066	1.062	1.057	1.052	1.047	1.042	1.037	1.032	1.027	1.022	1.017	1.012
30.3	1.080	1.075	1.070	1.065	1.060	1.055	1.050	1.045	1.040	1.036	1.030	1.025	1.020	1.015
30.4	1.084	1.079	1.074	1.069	1.064	1.059	1.054	1.049	1.044	1.039	1.034	1.029	1.024	1.019
30.5	1.087	1.082	1.077	1.072	1.067	1.062	1.057	1.052	1.047	1.042	1.037	1.032	1.027	1.022
30.6	1.090	1.085	1.080	1.075	1.071	1.066	1.061	1.056	1.051	1.046	1.041	1.036	1.031	1.026
30.7	1.094	1.089	1.084	1.079	1.074	1.069	1.064	1.059	1.054	1.049	1.044	1.039	1.034	1.029
30.8	1.098	1.093	1.088	1.083	1.078	1.073	1.068	1.063	1.058	1.053	1.048	1.043	1.037	1.032
30.9	1.101	1.096	1.091	1.086	1.081	1.076	1.071	1.066	1.061	1.056	1.051	1.046	1.041	1.036
31.0	1.105	1.100	1.095	1.090	1.085	1.080	1.075	1.070	1.065	1.060	1.055	1.049	1.045	1.039

TEMPERATURE CORRECTION FOR BAROMETRIC READINGS TO 60 DEG F AND 30 INCHES—*Continued*

Therm Bar., In	60°	62°	64°	66°	68°	70°	72°	74°	76°	78°	80°	82°	84°
28 0	0 932	0 927	0 922	0 917	0 912	0 907	0 902	0 897	0 892	0 887	0 881	0 875	0 870
28 1	936	930	926	921	916	911	905	900	895	890	884	879	873
28 2	939	934	929	924	919	914	909	904	898	893	887	882	876
28 3	942	937	932	928	922	917	912	907	902	896	891	885	880
28 4	946	941	936	931	926	921	915	910	905	900	894	888	883
28 5	949	944	939	934	929	924	919	914	908	903	897	892	886
28 6	953	947	943	938	932	927	922	917	912	906	901	895	889
28 7	956	951	946	941	936	931	925	920	915	909	904	898	893
28 8	959	954	949	944	939	934	929	924	918	913	907	901	896
28 9	963	958	953	948	942	937	932	927	921	916	910	905	899
29 0	966	961	956	951	946	941	935	930	925	919	914	908	903
29 1	969	964	959	954	949	944	939	933	928	923	917	911	906
29 2	973	968	963	958	952	947	942	937	931	926	920	914	909
29 3	976	971	966	961	956	950	945	940	935	929	923	918	912
29 4	980	975	969	964	959	954	949	943	938	932	927	921	915
29 5	983	978	973	968	962	957	952	947	941	936	930	924	919
29 6	986	981	976	971	966	960	955	950	944	939	933	927	922
29 7	990	985	980	974	969	964	959	953	948	942	937	931	925
29 8	993	988	983	978	972	967	962	957	951	946	940	934	928
29 9	997	991	986	981	976	970	965	960	954	949	943	937	932
30 0	1 000	995	990	985	979	974	968	963	958	952	946	941	935
30 1	1 003	998	993	988	983	977	972	966	961	955	950	944	938
30 2	1 007	1 002	996	991	986	980	975	970	964	959	953	947	941
30 3	1 010	1 005	1 000	995	989	984	978	973	968	962	956	950	945
30 4	1 014	1 009	1 003	998	993	987	982	976	971	965	959	954	948
30.5	1 017	1 012	1 006	1 001	996	990	985	980	974	969	963	957	951
30 6	1 020	1 015	1 010	1 005	999	994	988	983	977	972	966	960	954
30 7	1 024	1 018	1 013	1 008	1 003	997	992	986	981	975	969	963	957
30 8	1 027	1 022	1 017	1 011	1 006	1 000	995	990	984	978	972	967	961
30 9	1 031	1 025	1 020	1 015	1 009	1 004	998	993	987	982	976	970	964
31 0	1 034	1.029	1 023	1 018	1 013	1 007	1 002	996	991	985	979	973	967

The following tables will be useful in calculating the flow of gases in pipes by Pole's formula given in the chapter upon mains.

SQUARE ROOT OF PRESSURE

Water, Inches	Square Root	Water, Inches	Square Root	Water, Inches	Square Root
0 1	0 3162	1 5	1 2251	2 8	1.6733
0 2	0 4472	1 6	1 2649	2 9	1 7029
0 3	0 5477	1 7	1 3038	3 0	1.7320
0 4	0 6324	1 8	1 3416	3 1	1.7606
0 5	0 7071	1 9	1 3784	3 2	1.7888
0 6	0 7745	2 0	1 4142	3.3	1 8165
0 7	0 8366	2 1	1 4491	3.4	1.8439
0 8	0 8944	2 2	1 4832	3.5	1 8708
0 9	0 9487	2 3	1 5165	3 6	1.8793
1 0	1 0000	2 4	1 5491	3.7	1 9235
1 1	1 0488	2 5	1 5811	3 8	1.0493
1 2	1 0954	2 6	1 6123	3 9	1 0748
1 3	1 1401	2 7	1 6431	4.0	2 0000
1 4	1 1832				

SQUARE ROOT OF THE SPECIFIC GRAVITY OF GAS

Specific Gravity	Square Root	Specific Gravity	Square Root	Specific Gravity	Square Root.	Specific Gravity.	Square Root
0 350	0 5916	0 440	0 6633	0 530	0 7280	0 620	0 7874
355	5958	445	6671	535	7314	625	7905
360	6000	450	6708	540	7348	630	.7937
365	6041	455	6745	545	7382	.635	.7969
370	6083	460	6782	550	7416	.640	.8000
375	6124	465	6819	555	7449	645	8031
.380	6164	470	6856	560	7483	650	.8062
.385	6205	475	6892	565	7517	.655	.8093
390	6245	480	6928	570	7549	660	.8124
395	6285	485	6964	575	7583	.665	8155
400	6325	490	7000	580	7616	670	8185
.405	6364	495	7035	585	7648	675	8216
410	6403	500	7071	590	7681	680	.8246
415	6442	505	7106	595	7713	685	.8276
.420	6481	510	7141	600	.7746	690	8306
.425	6519	515	7176	605	7778	.695	8337
.430	6557	520	7212	610	.7810	.700	.8367
.435	6595	525	.7246	615	7842		

C. SPECIFIC GRAVITY.

Specific Gravity Determination.—The relative weight of gases often determines the character of their constituents, whether they contain much or little heavy hydrocarbons or the proportion of hydrogen Specific gravity is also one of the factors that determine the rate of flow through pipes and occur in Pole's formula. When we say the specific gravity of simple coal-gas is 0 4, we mean

Fig 69.—Apparatus for Bunsen's Effusion Test of the Specific Gravity of Gas

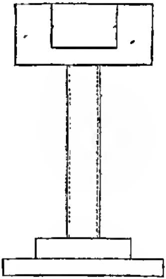

Fig 70.—Wooden Mercury Trough for Effusion Test.

that it is 0.4 as heavy as the same volume of air under like conditions. The gas balances of Letheby and Dr. F. Lux weigh the gas directly and thus determine its gravity, but the precautions and corrections are too refined for ordinary work except as. The
apparatus dev
accurate as w
the velocity v
upon their sp
of two gases

required for equal volumes under like conditions to pass through the same minute orifice. The apparatus is herewith illustrated and is in two parts, the glass tube for the gas and the stand for the mercury seal, Figs 69 and 70, as shown by J. A. Butterfield in his work on the Chemistry of Gas Manufacture. A thick-walled glass tube has one end

pierced at its cent

by a gas-tight gr

ternal diameter, provided with a stop-cock C and an internal float D. On the tube a level line K is scribed, and two sets of double lines $\frac{1}{16}$ in. apart on the float Mercury is then poured into the top receptacle of the stand, filling the stem and top up to a line

tube with gas which has been dried by drawing through calcium chloride, insert the open end of the tube into the mercury-bath and into the stem of the stand until the mark K coincides with the surface of the mercury The float, which has been inserted into the tube previously, will float upon the mercury, filling the lower portion of the tube, and rise gradually as the pressure expels the gas through the opened stop-cock and the small aperture in the platinum-foil diaphragm For more accurate observation a telescope is placed at some distance on a level with the mercury, and as the float appears above the surface of the mercury the appearance of the black scribe lines is watched for, the first one being a warning, and as the second one gets level with the surface of the mercury a stop-watch is started, when the second of the second set of double lines is seen, the watch is stopped and the time elapsed noted. Dried air is then tested in the same manner. If the gas required t minutes and the air t_1 minutes and the density of air be taken as 1, we would then have the proportion

$$\frac{\text{Sp gr gas}}{1}=\frac{t^2}{t_1^{2}},$$

from which the specific gravity can be found with sufficient accuracy for ordinary industrial purposes. Several observations should be made of ea

Schilling' he

Bunsen type a

gas. It is known as the Schilling effusion test, using the apparatus shown in Fig. 71. The outer vessel contains water in which is immersed the inner glass tube, weighted at its lower end to keep it immersed and provided at its upper end with two tubes,

one to the left with a valve and the upright one having a 3-way valve with scale having the positions "vent," "off," and "on" marked upon it. The tube also has two scribe marks encircling it. The vertical tube is terminated by a platinum-foil disk perforated by a minute hole. The tube is first raised, air enters through the "vent" position of the cock, which is then turned to "off", the tube placed on the bottom and the cock turned to "on," the air thus being forced through the perforation in the platinum foil by the head of water outside When the water-level inside rises to the lower scribe mark a stop-watch is started, and stopped imme-

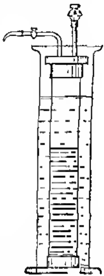

FIG 71 —Schilling's Effusion Test.

onds noted as before Since the velocity of gas passing through such an orifice is proportional to the square root of the density, the densities vary as the squares of the times required for the same volume to pass under like conditions, or, if the gas required t_g or 120 seconds and the air t_a or 180 seconds,

$$\frac{\text{Sp. gr gas}}{\text{Sp gr. air}=1}=\frac{t_a^2}{t_g^2}=\frac{(180)^2}{(120)^2}=0.44$$

D the
same and
valve .72,
is terminated by a tube surmounted by a small gas-burner and containing a sensitive thermometer. The lower end is attached to a gas-jet and gas allowed to flow through until all the air is expelled, when the cock is closed and the upper cock an instant later. The thermometer is then read and the globe weighed complete in a sensitive balance in a dry atmosphere. Previously it had been weighed when filled with air and the weight of air contained corrected to 60 deg F. and 30 in barometric pressure; suppose it to have been 31 grains Suppose the temperature of the gas to have been found to be 56 deg. F., the barometric pressure 30 3 in , and its weight, over the weight when holding a vacuum, found to be 15 grains The correction for temperature and pressure is 0 98, making the corrected weight of the gas 14 7 at 60 deg. and 30 in. Then $14.7 \div 31 = 0.47$, the specific gravity desired.

The volume of this globe can be readily calculated when once the [illegible] ı. ft. of m [illegible] 100 [illegible] ains, [illegible] ure, making the weight of 100 cu. in. to be 30.81 − 0.336 = 30.474 grains. Suppose the given globe was found to contain 30.964 grains of air at 60 deg and 30 in.; divide this by 30.474 and the resultant volume of the globe will be 100 5 cu. in. As found in the test the globe contained 15 grains of gas; then (15×100)÷100.5 = 14 92 grains will be the weight of gas it contained for 100 cu. in. capacity.

FIG 72.—Letheby Globe for Weighing Gases

Greville Williams described a method for determining the specific gravity of gas in the Transactions of the Gas Institute for 1882. He dries the gas and air before testing, although this is not essential for the method. Balances used in specific gravity determinations must be of extreme accuracy, weighing to one-tenth milligram when the globe need not be over 400 c.c. capacity. The globe is not exhausted and temperature and barometer corrections are avoided by selecting a day when the barometer is steady and keeping the gas and air at the same temperature by means of a gas-stove The air must first be freed from CO_2 and moisture by passing through KOH, then H_2SO_4, then soda-lime and calcium chloride. The air is drawn through the globe until all trace of other gases is removed, indicated by the globe remaining constant in weight, the cocks are closed, the globe carefully wiped with clean chamois leather and hung by platinum wire to the balance-arm, balanced, and the weight noted, after hanging 5 minutes the weight is noted again The gas is then passed through the globe for an hour, after first being dried by tubes of calcium chloride, the cocks closed, the one on the supply-pipe end first, and the globe again weighed. Gas may be thus weighed continuously, as long as the barometer and thermometer remain constant. Some tests on hydrogen showed a deviation of 0 0014 from its theoretical gravity of 0.0693. Bunsen obtained a value of 0.079, or an error of 0.01, by this method.

The specific gravity can now be calculated by this formula:

$$D = \frac{Vn_t - P}{Vn_t},$$

where V = capacity of globe in cubic centimeters,
P = difference between the weights of globe with air and with gas, grammes,
n = weight of 1 c.c of air at T deg C ,
D = specific gravity by experiment

The advantage is, of course, the doing away with producing a vacuum in the globe

Dr Lux invented a balance which goes by his name and is shown in Fig 73 The globe is at one end of a balance-arm, the

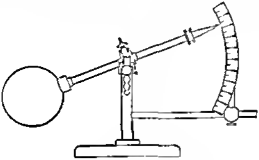

Fig 73 —Lux Gas balance.

gas connections dipping into mercury, and the specific gravity is read directly on the scale at the other end, uncorrected for atmospheric conditions Thus air will be 1 on the scale, hydrogen at 0 07, etc The corrections to be made are for pressure and temperature For every millimeter at which the barometer stands above or below 760 mm there is added or deducted 0 0007 from the reading on the scale For every degree C. at which the thermometer is above or below 15 deg C deduct or add 0 002 to the scale reading The apparatus requires very careful adjustment,

distilled water at 60 deg or 39 1 deg. F , weigh again, dry with alcohol, fill to the mark on the neck with the spirit or oil to be tested (at 60 deg. or 39 1 deg), weigh again Then the weight of oil divided by the weight of the water will equal the specific gravity. The coefficient of expansion of petroleum oils is about 0 0036 per deg. F. or 0.0065 per deg. C. To find the weight of a cubic foot of oil, multiply its specific gravity by 62 425, the weight of a cubic foot of water. Oils are usually tested in degrees Baumé,

the following table therefore being useful in converting Baumé degrees into specific gravity.

CONVERSION OF HYDROMETER DEGREES INTO SPECIFIC GRAVITY.

Degrees Baumé	Specific Gravity, Water = 1 5	Pounds per Gallon	Degrees Baumé	Specific Gravity, Water = 1	Pounds per Gallon
10	1 0000	8 33	49	0 7821	6 52
11	9929	8 27	50	.7777	6 48
12	9859	8 21	51	.7734	6 44
13	9790	8 16	52	.7692	6 41
14	9722	8 10	53	.7650	6 37
15	.9655	8 04	54	.7608	6.34
16	9589	7 99	55	.7567	6.30
17	9523	7 93	56	.7526	6.27
18	9459	7 88	57	.7486	6.24
19	9395	7 83	58	.7446	6.20
20	9333	7 78	59	.7407	6.17
21	9271	7 72	60	.7368	6.14
22	9210	7 67	61	.7329	6.11
23	9150	7 62	62	.7290	6.07
24	9090	7 57	63	7253	6.04
25	9032	7 53	64	7216	6 01
26	8974	7 48	65	.7179	5 98
27	8917	7 43	66	7142	5 95
28	8860	7 38	67	7106	5 92
29	8805	7 34	68	.7070	5 89
30	8750	7 29	69	.7035	5 86
31	8695	7 24	70	7000	5.83
32	8641	7 20	71	.6990	5.80
33	8588	7 15	72	.6956	5.78
34	8536	7 11	73	6923	6.75
35	8484	7 07	74	.6889	5.72
36	8433	7 03	75	.6829	5 69
37	8383	6 98	76	.6823	5.66
38	8333	6 94	77	6789	5.63
39	8284	6 90	78	6756	5 60
40	8235	6 86	79	.6722	5.58
41	8187	6 82	80	.6666	5 55
42	8139	6 78	81	.6656	5 52
43	8092	6 74	82	6619	6 50
44	8045	6 70	83	6583	5 48
45	8000	6 66	84	.6547	5 45
46	7954	6 63	85	6511	5.42
47	7909	6 69	90	.6363	5 30
48	.7865	6.55	95	.6222	5 18

D SPECIFIC HEAT.

Specific Heat Defined.—This term denotes the amount of heat, expressed in heat-units, which is required to raise by 1° the temperature of unit weight of a substance. Since a heat-unit is the amount of heat required to raise by 1° the temperature of unit weight of water, the specific heat of a substance is the ratio between the amount of heat needed to raise by 1° the temperature of unit weight of the substance and the amount of heat required to raise by 1° the temperature of unit weight of water. If the unit of
isured
ther-
d the
temperature is measured in centigrade degrees, the specific heat is expressed in calories It is expressed by the same number in each case More heat is required to raise the temperature of unit weight of water a given amount than is needed to raise by the same amount the temperature of unit weight of any other substance, with the exception of hydrogen, therefore, with this exception, the specific heats of all substances are less than 1

The amount of heat required to raise by 1° the temperature of a body which is free to expand, or, as it is said, is kept under constant pressure, is not the same as the amount required to produce the same change in temperature in the body if it is kept at a constant volume For every substance there are, therefore, two values for the specific heat, one for constant pressure and one for constant volume There is also what is termed specific heat by volume, which is the amount of heat, expressed in heat-units, required to raise by 1° the temperature of unit volume of a substance But when the term "specific heat" is used without any qualification, as in the statement "the specific heat of nitrogen is 0 244," it refers to specific heat by weight and at constant pressure.

The relative illuminating value of the different hydrocarbons contained in water-gas has been stated as follows when the gas is tested in a burner consuming it at 5 cu ft. per hour:

Benzene.	C_6H_6	349 0
Ethane.	C_2H_6	35 0
Ethylene	C_2H_4	68 5
Methane	CH_4	5.0

CALCULATING MEAN SPECIFIC HEAT IN A GAS.

Constituent	Per Cent by Volume	Weight of 1 Cu Ft in Pounds	Weight of Constituent in Pounds	Specific Heats.	Sp H × Wt × Vol	Authority for Value of Sp H.
Benzol	1.00	0.20640	0.20640	1.187	0.2450	Wullner.
C_2H_4	3.75	0.07410	0.27787	1.245	0.3460	"
CO	8.04	0.7407	0.59552	1.403	0.8355	"
H ..	47.04	0.00530	0.24931	1.396	0.3580	Regnault.
CH_4	36.02	0.04234	1.52508	1.319	2.0115	Masson.
CO_2 .	1.60	0.11637	0.18619	1.300	0.2420	"
O	0.39	0.08463	0.03300	1.405	0.0464	Regnault.
N ..	2.15	0.07429	0.16046	1.405	0.2255	"
	100.00	......	3.22383	......	4.3099	

$\frac{4.3099}{3.2283} = 1.337$, the value of the mean specific heat for the above gas.

TABLE OF MEAN SPECIFIC HEATS AT CONSTANT PRESSURE.
(In B t u per Pound)

Degrees Fahrenheit	Carbon Dioxide	Water-vapor	Nitrogen	Oxygen
212	0.201	0.446	0.244	0.214
392	0.210	0.462	0.249	0.218
572	0.219	0.478	0.253	0.222
752	0.227	0.494	0.257	0.225
932	0.236	0.510	0.262	0.229
1112	0.245	0.526	0.266	0.233
1292	0.254	0.541	0.270	0.237
1472	0.263	0.557	0.275	0.241
1652	0.271	0.573	0.279	0.244
1832	0.280	0.589	0.284	0.248
2012	0.289	0.605	0.288	0.252
2192	0.298	0.621	0.292	0.256
2372	0.307	0.637	0.297	0.260
2552	0.315	0.652	0.301	0.264
2732	0.324	0.668	0.305	0.267
2912	0.333	0.684	0.310	0.271
3092	0.342	0.700	0.314	0.275
3272	0.351	0.716	0.318	0.279
3452	0.360	0.732	0.323	0.282
3632	0.368	0.748	0.327	0.286
3812	0.377	0.764	0.331	0.290
3992	0.385	0.780	0.336	0.294
4172	0.394	0.796	0.340	0.298
4352	0.403	0.812	0.344	0.301
4532	0.412	0.828	0.349	0.305

Inaccuracies in the experimental data on which this table is based render it useless to attempt to interpolate more closely than to ninety degrees.

SPECIFIC HEATS AT CONSTANT PRESSURE

Air	0 2375
Oxygen	0 2175
Hydrogen	3 4090
Nitrogen	0 2438
Carbon dioxide, CO_2	0 2170
Carbon monoxide, CO	0 2479
Olefiant gas (ethylene), C_2H_4	0 4040
Marsh gas (methane), CH_4	0 5929
Blast-furnace gas	0 2280
Chimney gases from boilers	0 2400
Steam, superheated	0 4805

"VOLUMETRIC" SPECIFIC HEATS

[illegible] raise the [illegible]

SPECIFIC HEAT OF SOLIDS AND LIQUIDS

(Water = 1)

Substance	Specific Heat	Substance	Specific Heat
Acetic acid	0 6589	Lead	0 0314
Alcohol (sp gr 793)	0 622	Lime, burned	0 217
Aluminium	0 2143	Lithium	0 9408
Antimony, cast	0 05077	Magnesium	0 2499
Arsenic	0 0814	Manganese	0 1217
Beeswax	0 45	Marble, white	0 21585
Benzine	0 3952	Mercury	0 03332
Birch	0 48	Nickel	0 10864
Bismuth	0 03084	Oil, olive	0 3096
Brass	0 09391	Oil, sweet	0 31
Brick, common	0 2	Oil of turpentine	0 472
Brick, fire	0 22	Palladium	0 05928
Cadmium	0 05669	Phosphorus	0 18949
Chalk, white	0 21485	Pine	0.65
Charcoal, animal, calcined	0 26085	Platinum	0 03243
Charcoal, wood	0 24111	Potassium	0 1696
Clay, white, burned	0 185	Selenium	0 07616
Coal	0 2777	Silicon, crystallized	0 1774
Cobalt	0 10696	Silicon, fused	0 175
Copper	0 09215	Silver	0 05701
Diamond	0 14687	Sodium	0 2934
Ether	0 5207	Spermaceti	0 32
Glass	0 19768	Steel	0 1175
Gold	0 03244	[illegible]	[illegible]
Graphite	0 20187		
Ice	0 504		
Iodine	0 05412		
Iron, cast	0 12983		
Iron, wrought	0 11379		

SPECIFIC HEAT OF GASES AND VAPORS

		Specific Heat of Equal Weights	Specific Heat of Equal Volumes	Specific He of Consta Volumes
Simple Gases	Air	0.2374	0.2374	0.1687
	Oxygen	0.2175	0.2405	0.1559
	Nitrogen	0.2438	0.2370	0.1740
	Hydrogen	3.4090	0.2359	2.4096
	Chlorine	0.1210	0.2962	
	Bromine	0.0555	0.3040	
	[illegible]	0.2315	0.2406	
	[illegible]	0.2450	0.2370	0.1768
	[illegible]	0.2163	0.3307	0.1714
	[illegible]	0.2432	0.2857	
	[illegible]	0.1553	0.3414	0.1246
	[illegible]	0.1845	0.2333	
	[illegible]	0.2262	0.3447	
	[illegible]	0.2317	0.2400	
	Ammonia	0.5083	0.2966	
	Marsh gas	0.5929	0.3277	0.4683
	Olefiant gas (ethylene)	0.4040	0.4106	
Vapors	Water (steam)	0.4805	0.2984	0.3337
	Ether	0.4810	1.2296	0.3411
	Chloroform	0.1567	0.0401	
	Alcohol	0.4534	0.7171	0.3200
	Turpentine	0.5061	2.3770	
	Bisulphide of carbon	0.1570	0.4140	
	Benzole	0.3754	1.0114	
	Acetone	0.4125	0.8244	

The following figures are given by D. K. Clark in his treatise:

Substance	Specific Heat	Substance	Specific Heat
Ice	0.504	Brickwork, masonry	0.200
Water at 32° F.	1.000	Coal	0.2411
Gaseous steam	0.475	Anthracite	0.2017
Saturated steam	0.305	Oak wood	0.570
Mercury	0.0333	Fir wood	0.650
Sulphuric ether	(0.715) 0.5200	Oxygen (constant wt. and vol.)	0.1559
Alcohol	0.6588	Air (const. pres.)	0.2377
Lead	0.0314	Air (const. wt. and vol.)	0.1688
Gold	0.0324	Nitrogen (const. wt. and vol.)	0.1740
Tin	*0.0566*	Hydrogen (const. wt. and vol.)	2.4096
Silver	0.0570	Carbonic oxide (const. wt. and vol.)	0.1768
Brass	0.0939	Carbonic acid (const. wt. and vol.)	0.1714
Copper	0.0951		
Zinc	0.0956		
Nickel	0.1086		
Wrought iron	0.1138 to 0.1255		
Steel	0.1165 to 0.1185		
Cast iron	0.1298		

E. CALORIFIC VALUE.

Calculating Calorific Power.—Since results are stated in B.t u. per cu. ft. of the gas investigated, and the analysis usually gives percentage by volume, it is often convenient to use the volume values fo
Thomas
the follo
nient reference.

Gas	Calories per Kilogram	B t u per Pound	B t u per Cubic Foot, 0° C, 760 mm.
H, hydrogen	34,500	62,100	348
CO, carbonic oxide ..	2,437	4,476	349
CH_4, methane .	13,245	23,851	1,065
C_2H_2, acetylene	11,925	21,465	1,556
C_2H_4, ethylene .	11,900	21,440	1,673
C_2H_6, ethane	12,350	22,230	1,858
Illuminants of gas			2,000
C_3H_8, propane .	12,028	21,650	2,654
C_3H_6, propylene	11,900	21,420	2,509
C_4H_{10} butane	11,850	21,330	3,477
C_5H_{12}, pentane. . .	11,770	21,186	4,250
C_6H_{14}, sextane	11,620	20,916	5,012
C_6H_6, benzene	10,250	18,450	4,010
$C_{10}H_8$, naphthalene	9,620	17,316	6,176

Combustion is generally affected through the addition of air to combustible gases, the composition of air being:

	Per Cent by Weight	Per Cent by Volume	Ratio.
O, oxygen	23 134	20 92	1 00
N, nitrogen . .	76 866	79 08	3 78

gas, its calorific power
its constituents calcu-

Constituents	Proportion by Volume		B t u per Cu Ft		Total B t u in Gas
CO	0 280	×	349 5	=	97 86
CO_2	0 038				
C_2H_4, etc., illuminants	0 146	×	2000 0	=	292 00
H	0 356	×	348 0	=	123.88
CH_4	0 167	×	1065 0	=	177 85
	1.087		Total	=	691 59

It is necessary that the volume per cents be reduced to 0 deg C. (32 deg F.) and 760 mm. barometer, which are the standard conditions for a gas; also that exactly the proper proportion of oxygen be used and the gases and water-vapor formed be reduced to 0 deg C and 760 mm. pressure, the basis upon which the values in the table of calorific values of gases are calculated. Generally the temperature assumed in works conditions is 60 deg. F. and atmospheric pressure, combustion taking place in air instead of oxygen. Therefore the heat added by the air and gas and the heat escaping in the products of combustion must be considered in connection with the B.t.u. in one cubic foot of gas consumed under standard conditions Thus one cubic foot of hydrogen at 32 deg F burned, and all the heat conserved at 32 deg. F., will generate 348 B.t u , on the contrary if the hydrogen at 60 deg. F. burns in such a way that its products escape, containing their heat unutilized, at 328 deg F, then the calorific power will be only 264 B t u , in the same limits the B.t.u. of CO would be 315 B.t.u., CH_4 would have 853 B.t.u., and the illuminants would have 1700 B.t u utilized per cu. ft The example of gas previously taken would, under these limits of 60 deg. to 328 deg. F., have a calorific power of only 552 83 B.t.u. It is therefore of much importance in using such values to know whether they are reduced to standard conditions, or, if not, what the conditions are under which the result given was calculated.

THE JUNKER GAS-CALORIMETER.

The increasing use of gas for fuel purposes is making the heat-producing value of relatively greater importance than the candle power as determined on photometers Although the heat value of a gas can be estimated by calculation from an analysis, yet the direct determination, in an apparatus designed to burn the gas completely and collect the heat in such a manner as to measure it, is more rapid and direct. Such an apparatus is called a calorimeter, of which the bomb type is the most accurate, but the Junker type the more convenient and most used. Fig. 74 shows the arrangement of this apparatus, complete. The gas first passes through the test-meter provided with a thermometer for taking the temperature of the gas before combustion, a pressure-regulator, Figs 75 and 76, to insure constant pressure at the burner, a burner removably attached and adapted to regulate the air supply, as shown by the detail illustration, Fig. 78, a calorimeter vessel in which the gas is burned and the heat absorbed by circulating water, an elevated water supply flowing under constant head, and a vessel for measuring the water passing through it.

The details of the calorimeter body are illustrated in Fig. 77 (see next page), showing how the consumed gases travel up the combustion-

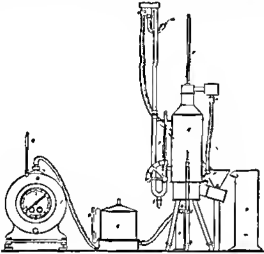

Fig 74.—General Arrangement of Junker Calorimeter.

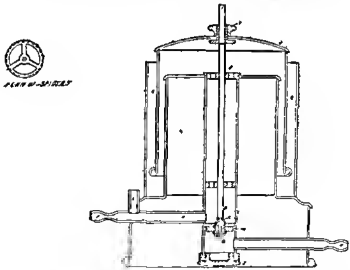

Fig 75.—Section of Pressure-regulator, C.

chamber and pass down through tubes surrounded by water and out into the air of the room at the lower opening. The heat that enters the apparatus is contained in the form of temperature in the

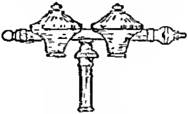

Fig. 76.—Pressure-regulator without Liquid Seal.

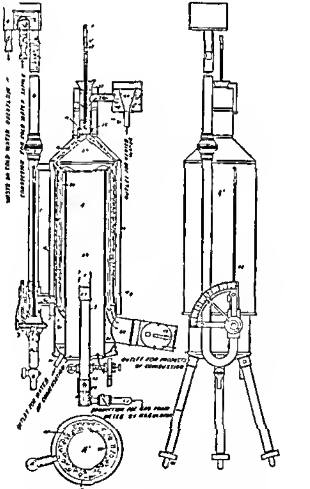

Fig. 77.—Junker Gas-calorimeter in Section and Elevation.

gas, air, and water entering it, and in combustible constituents in the gas; thermometers are therefore necessary to test the temperature of the air of the room, of the gas supplied, and of the water entering the apparatus The heat escaping from it is contained in the products of combustion (water of condensation and fuel-gas) and the water collected, which requires two more thermometers. The air-jacket prevents radiation of heat, and all essential provisions are made to keep heat from escaping unrecorded In construction the apparatus differs slightly according to the ideas of different makers, but the principles of operation remain the same

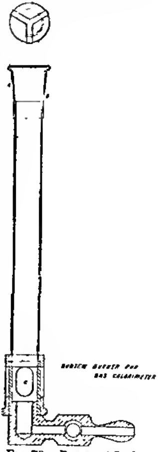

Fig. 78.—Burner of Junker's Calorimeter.

The apparatus being set up and properly connected by rubber tubes, water is run into the elevated tank and through the apparatus into the drain at *J* until the flow is steady, when the valve can be set with its indicator on the scale so that about 400 c c of water will flow into the graduate *D* per minute, there should be a constant but slight overflow through the tube *b*, which is regulated by a valve on the supply-tube *a*. The water level in the wet-test meter in the governor and U tube *H* are of course looked after and more water added if necessary Remove the Bunsen burner *I*, Fig 77, to prevent explosion, turn on the gas, light it, adjust the air-shutter, and replace, adjusting the gas-supply to keep the difference in temperature between ingoing and outgoing water about 10 deg C, during which time about 3 liters of water are passing The rate of gas flow will be governed by the flame, which should be of proper size to give out about 1200 calories per hour. Variation in the quality of gas therefore will require more consumption for the lean gases and less for rich gases, the latter requiring also a considerable air supply and the lean gases very little, if any; the flue damper being adjusted accordingly.

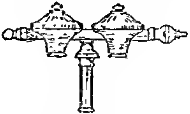

Fig. 76.—Pressure-regulator without Liquid Seal.

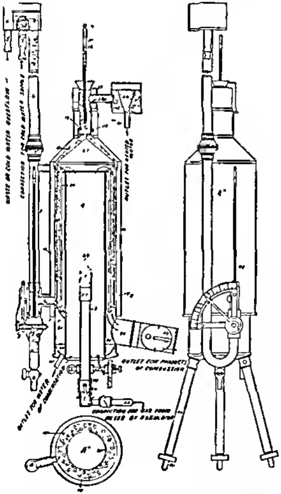

Fig. 77.—Junker Gas-calorimeter in Section and Elevation.

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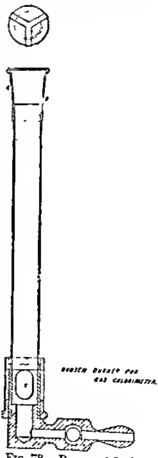

FIG. 78.—Burner of Junker's Calorimeter.

Having the apparatus in normal operation, a test is begun by taking the temperatures of the air in the room near the calorimeter, the temperature of the gas going through the meter (G), and the temperature of the gases of combustion in the flue at J. Then watch the meter-hand until it is at a convenient starting-point, immediately switch the outlet-tube from the drain-funnel to the empty graduate, note the time, temperature of water entering (F) and leaving (F') as quickly as possible to the hundredth part of a degree. A stop-watch is very convenient for this purpose, one that has a second and a minute hand, and reading-glasses on the thermometers facilitate that part of the work. An observation is completed when the water collected reaches a little over 1700 c.c. in the graduate, when the readings are taken as at the start, the time being noted when the outlet-tube is removed from the graduate and the meter read. The temperature of inlet and outlet water is observed about every half-minute.

The formula for calculating the calorific value of a gas from these observations, given in metric units, is as follows (see Bates on Calorimetry, p. 25):

$$C=\frac{1000W(T_{OW}-T_{IW})+K(T_{IW}-T_G)+K'(T_{EG}-T_{IW})}{G},$$

where C = calories per cubic meter;

G = liters of gas consumed as shown by the meter;

T_{OW} = temperature of outlet water, thermometer F';

T_{IW} = temperature of inlet water, thermometer F;

T_G = temperature of the gas at meter, thermometer G;

... J;

... the average calories:

	K	K'
Natural gas	0.011	3.432
Coal-gas	0.010	2.466
Water-gas	0.009	1.353
Producer-gas	0 0089	0.470

In case the heat value is desired under standard conditions, say of 0 deg. C., where the gas is more dense and the calorific value naturally higher, the value of C is multiplied by $\frac{273+T_G}{273}$. There is another correction not yet mentioned, the heat carried off by the moisture condensed from the water vapor formed during com-

bustion, which escapes from tube No. 35 shown in the section. When 1 kilogram of hydrogen burns to form 9 kg of water vapor, at 100 deg. C. (212 deg. Fah.) it generates 28732 calories, but if this vapor is brought to 0 deg C the heat given up is 34462, the difference being due to the latent heat of the steam and in the water formed. As calorimeter results may vary as much as 10 per cent from this cause, it is always well to state whether the calories found are gross or net The correction is easy, consisting

ured after the series of tests

Example In a 5 5-minute test by Bates in which three readings were made on the gases and twelve on the water, the averages were found to be $T_G=25\ 6$ deg., $T_{EG}=20$ deg., $T_{IW}=14.739$ deg., $T_{OW}=29\ 76$ deg., $G=4\ 5$ liters, $W=1\ 74$ liters. Substituting these values in the formula we get

$$C=\frac{1\ 740(29\ 76-14\ 739)1000+0\ 01(14\ 739-25\ 6)+2\ 466(20-14\ 739)}{4\ 5}$$

=5820.985 calories per cubic meter

Applying now the temperature correction we find that at 0 deg. C. the calorific value will be

$$5820\ 985\left(\frac{273+25\ 6}{273}\right)=6344\ 8736 \text{ calories.}$$

To reduce this to B t u. per cu. ft. multiply by 0.11236, thus:

$$6344\ 8736\times0.11236=712\ 9099 \text{ B t u}$$

Liquid Fuels.—This ins

fuels, such as oils, alcohol,
distillate or petroleum, the
in Fig. 79. Instead of tl
substituted scales upon one arm of which is suspended a burner suitable for burning the liquid fuel. At the beginning of the test the lamp is lighted and inserted, the scales are balanced with the lamp end slightly low, the water supply is adjusted as with gas, and as the beam comes to a perfect balance, the water-outlet is switched into the empty graduate and readings taken as with gas. Place a weight on the weight-pan equal to the quan-

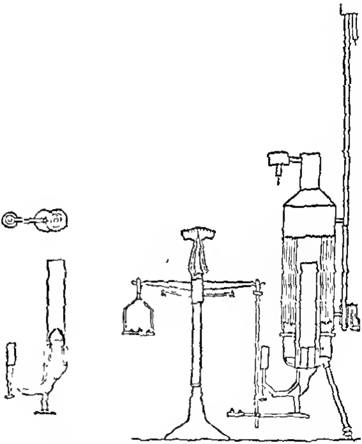

FIG. 79.—Junker's Calorimeter Adapted for Liquid Fuels.

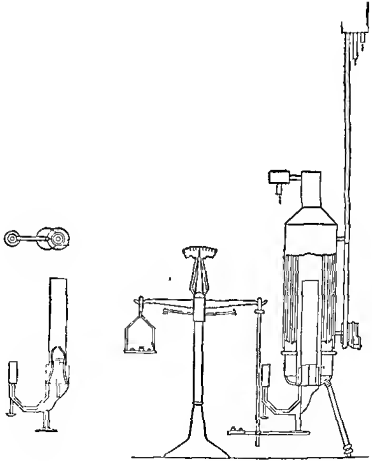

FIG 79 —Junker's Calorimeter Adapted for Liquid Fuels

tity it is desired to test, and as the beam again comes to equilibrium take final readings quickly The calorific value is then calculated by this formula:

$$C=\frac{W(T_{OW}-T_{IW})1000000}{G_0},$$

where C = calories per kilogram,
G_0 = weight of fuel burned in milligrams,

the other terms being the same as before Calories per kilogram can be reduced to B t u per pound by multiplying the calories by 1.8.

THE SIMMANCE-ABADY GAS-CALORIMETER

With the purpose in mind of devising a calorimeter by which quick tests could be made with the greatest chance of accuracy,

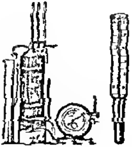

Fig 80 —Arrangement of Simmance-Abady Gas-calorimeter with Thermometers Used.

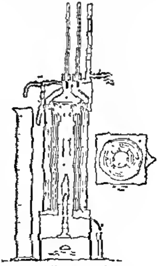

Fig 81 —Sections of Simmance-Abady Calorimeter.

Messrs. Simmance and Abady, two consulting chemists of London, invented the calorimeter which bears their names. It is of the

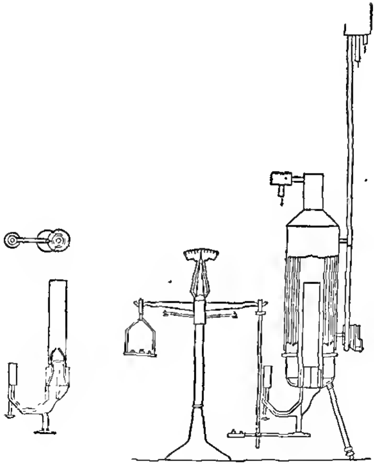

FIG 79.—Junker's Calorimeter Adapted for Liquid Fuels.

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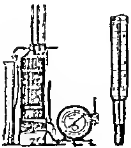

Fig 80 —Arrangement of Simmance-Abady Gas-calorimeter with Thermometers Used

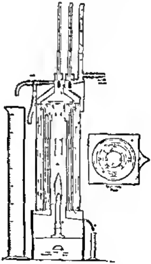

Fig 81 —Sections of Simmance-Abady Calorimeter.

Messrs Simmance and Abady, two consulting chemists of London, invented the calorimeter which bears their names. It is of the

Junker type with distinct improvements. Short and rapid tests may be made with it, taking but a few seconds by reason of the convenient arrangement of instruments to be read, and but a minute to make a complete test for calorific power of a gas. The rapidity at which gases can be burned can be regulated, the relative area exposed to the burning gases is increased, the thermometers are arranged together and with magnified scales for quick reading, the head of water entering can be determined with positive accuracy, and every effort made to secure an instrument which combines quickness with accuracy In the accompanying illustrations the water-inlet is shown at *A*, cock at *B*, whence the water rises in the tube *C* to a height equal to its pressure, flows around the thermometer *D* in centigrade degrees divided into tenths, thence through annular shells *E*, down tubes *F*, up through tubes *G*. past the baffle-plate into the upper space *H* containing a thermometer *J*, and escapes at *K* either through the waste-pipe *L*, or into the graduated measure *M* of 1000 c c capacity in 2 c.c. graduations. The consumed gas rises through *N* to *O*, where the temperature is low enough for the water-vapor formed to condense, falls down through the passages *P* to the chamber below, which is about the temperatu

through a

being colle

vapor of water thus collected per cubic foot of gas burned 0.6 calorie must be deducted from the gross calories per cubic foot, or 2.382 B.t u. per cubic centimeter per cubic foot of gas burned must be deducted from the gross B t u per cubic foot. In setting up the calorimeter the instructions of the makers should be followed closely, being very careful in handling all its parts. The gas supply must be under uniform pressure.

The operation is similar to that of the Junker. The water supply must be under uniform pressure, preferably from an elevated tank provided with a ball valve, as indicated by the height of the float or water in the tube *C* Light the gas-burner outside and put it in place, adjusting the flow of gas to get the best combustion results, adjust the damper at *G* so that the products of combustion are of the same temperature as the entering water, take the temperature of the gas and air of the laboratory, and the barometric reading. As the meter-hand passes zero mark turn the outlet running water into the graduate *M*, and as the hand passes a determined point, say 12, switch the water back into the waste-drain; repeat the test twice, and take the mean of the three readings. Suppose 362 c.c. water were collected in *M*; gas burned 12 divisions, or 0 06 cu. ft.; difference in temperature of inlet and

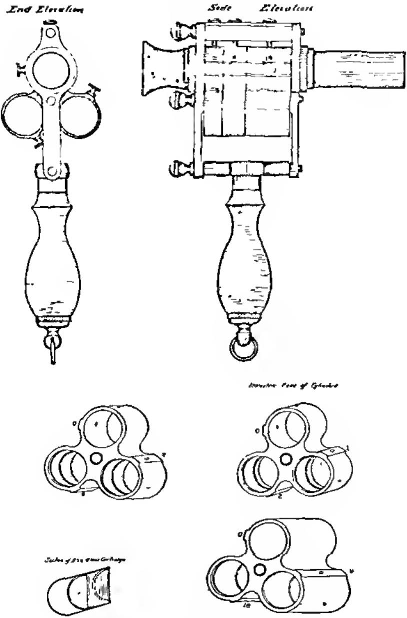

FIG. 82.—The Earnshaw Blue-glass Pyrometer.

exit water, 21.7−12.5=9.2 deg. C. The makers supply a table in which 12 will be found at the head of a column, 362 in left-hand column, and 18 1 opposite, which being multiplied by 9.2 equals 166 52 calories per cu. ft; or, 166.52×3.97=661 08 B.t.u. per cu ft of gas. The method thus simplified is not laborious. Suppose 3 c c of condensation water was collected, or 36 c c. per cu ft, then 36×0.6=21.6 calories, which taken from 166.52 calories leaves 144 92 calories per cu. ft., net. Or, 36×2.382 =85.75 B t u, which subtracted from 661.08 B.t.u. is 575.32 B.t.u., net The same modifications can be made for testing oils as described under the Junker instrument. Another improved form has been devised by the Metropolitan Gas Referees of London, which aims still further to absorb the heat of combustion by the circulating water.

F. TEMPERATURES.

The Earnshaw Blue-glass Pyrometer, *herewith illustrated* in Fig. 82, is of the visual type, its principle being the absorption of light or its diminution, through the use of a varying number of slides or blue-glass lenses to create a vanishing point of light, said light of course presumed to vary directly as the intensity of the heat observed.

As the personal equation is very marked in the use of an instrument of this kind, its use would of course be of little service in establishing absolute values, but it will be found of extraordinary usefulness in making comparisons or establishing empiric tests.

Gas.—The theoretical flame temperature of a gas is the highest temperature that can be obtained by the combustion of the gas when no heat is lost in any way, all the heat that is developed being employed to heat up the products of combustion

. large percentage

high heating value, do not produce

do such gases as carbonic oxide, which have a lower heating value, but give smaller weights of products having a lower specific heat than aqueous vapor

takes place in air than it is for combustion in oxygen, as is practically illustrated in the oxyhydrogen flame.

The highest temperature that can theoretically be obtained by burning a gas in air is the temperature that will be reached when no heat is lost in any way, all the heat developed being employed to heat up the products of combustion and the nitrogen accompanying the oxygen drawn from the air for this combustion. These conditions are of course never obtained in practice, but, as it is very hard to measure accurately the losses that occur in practice, the maximum theoretical temperatures are used to furnish a basis for comparisons between different gases, it being assumed that the relations between the temperatures actually obtained will be nearly the same as those existing between the theoretical temperatures, although the absolute temperatures will be very different in the two cases

This maximum theoretical temperature evidently depends upon the quantity of heat developed by the combustion of a unit weight of gas and upon the quantity of heat required to raise, by one degree, the temperature of the products resulting from the combustion of this unit weight, and the quotient obtained by dividing the quantity of heat produced by the quantity required to raise the temperature of the products of combustion one degree will give the highest temperature that can be reached by burning the given gas The quantity of heat produced is given by the calorific value of the gas The amount of heat required to raise the temperature of the products of combustion one degree can be calculated by multiplying the weight of each product that is produced by its specific heat, the nitrogen mixed with the oxygen in the air and drawn into the flame with it being included It is therefore necessary to determine what substances are produced by the combustion of the gas and the weight of each of these substances that is obtained from the unit weight of the gases, to multiply the determined weight of each substance by its specific heat, and to add together the numbers obtained by these multiplications, the sum forming the divisor of the fraction

The maximum temperature that can be produced by burning a gas in air can therefore be determined by dividing the calorific value of the gas per pound by the sum of the numbers obtained, by multiplying the weight of each of the products of combustion produced from one pound of gas by its proper specific heat, the nitrogen mixed in the air with the oxygen required for combustion being considered as one of the products of the combustion.

To illustrate by a simple example, the maximum temperature that can be produced by the combustion of carbonic oxide, CO, may be determined as follows:

1 lb of CO requires for its combustion to carbonic acid, CO_2, 0.571 lb of oxygen, which will have mixed with it in the air

$0.571 \times 3.31 = 1.89$ lbs. of nitrogen, N, and the products of the combustion of 1 lb. of CO will therefore be 1.571 lbs. of CO_2 and 1.89 lbs of N. The calorific value of CO is 4383 B.t.u. per pound, the specific heats of CO_2 and N are respectively 0.217 and 0.244, and the equation of the maximum temperature in degrees Fahrenheit is

$$T = \frac{4383}{1.571 \times 0.217 + 1.89 \times 0.244} = \frac{4383}{0.802} = 5465° \text{ F.}$$

Melting-points.—For the determination of moderately high temperatures, such as that of hot blast supplied to furnaces, use is often made of metals or alloys of known melting-points, and when two such substances are procurable with melting-points differing only by a few degrees, the temperature of the blast, etc., can be readily kept within that range by regulating the heating apparatus, so that one test-piece is liquid and the other solid. By employing a series of test-pieces whose melting-points ascend by small and fairly regular increments a tolerably reliable measurement can be made of any temperature within the range of the test-pieces. Princeps alloys furnish us with fairly good means of reading temperatures between the melting-point of silver and that of platinum

MELTING-POINTS OF PRINCEPS ALLOYS

Percentage Composition of Alloy			Melting-point deg C	Percentage Composition of Alloy			Melting-point, deg C.
Silver	Gold	Platinum		Silver	Gold	Platinum	
100		.	954		60	40	1320
80	20		975		55	45	1350
60	40	.	995		50	50	1385
40	60		1020		45	55	1420
20	80	.	1045		40	60	1460
..	100		1075		35	65	1495
..	95	5	1100		30	70	1535
..	90	10	1130		25	75	1570
..	85	15	1160		20	80	1610
..	80	20	1190		15	85	1650
..	75	25	1220	..	10	90	1690
..	70	30	1255	.	5	95	1730
..	65	35	1285		.	100	1775

The values of the higher melting-points are probably within some twenty degrees of the truth.

TEMPERATURES OF MOLTEN IRON CORRESPONDING TO CERTAIN COLORS (POUILLET)

	Deg Fah.
Intense white	2730
Bright white	2550
White heat .	2370
Bright orange	2190
Orange	2010
Bright cherry	1830
Cherry-red.	1650
Brilliant red .	1470
Dull red .	1290
Faint red	977

MELTING-POINT OF CAST IRON

	Deg Fah
White	1920 to 2010
Gray .	2010 to 2090

Optical Pyrom... is a polariscope arr the analyzing and long which has bee... plane of polarization will be turned by such a piece of quartz through an angle that varies directly as the thickness of the quartz, and (approximately) inversely as the wave length of the light, so that the amount of rotation is much larger for the violet end of the spectrum than for the red. The higher the temperature the

INDICATIONS OF THE LUNETTE PYROMETRIQUE.

Character of Light	Rotation Angle (Degrees)	Approximate Corresponding Temperature. C	Fah.
Incipient cherry-red	33	800°	1470°
Cherry-red	40	900	1650
Light cherry-red	46	1000	1830
Slightly orange .	52	1100	2010
Bright orange ..	57	1200	2190
White	62	1300	2370
Welding white	66	1400	2550
Brilliant white	69	1500	2730
Bright sunlight	84		

ger the proportion of light rays of short wave-lengths, conse-
ently the larger the angle through which the analyzer must be
ated in order to obtain the "Extinction Tint"; this for low
nperatures is a grayish yellow charged by a slight turning of the
alyzer in either direction to green or red; for higher temperatures
is the same as for sunlight, a neutral purple changing to blue or
d. For low temperatures where the light is feeble a condensing
is is employed to concentrate the beam for the polarizer. No
eful indication can be obtained below incipient cherry-red. (See
ble at bottom of page 305.)

TEMPERATURES.

Degrees Fahrenheit $=\frac{9}{5}$ Degrees Centigrade$+32$, or F.° $=1.8$ °$+32$

Degrees Centigrade $=\frac{5}{9}$ (Degrees Fahrenheit -32).

Degrees Absolute Temperature, $T=C°+273$.

" " " $T=F°+491$.

Absolute Zero $=-273°$ on Centigrade Scale.

" " $=-491°$ on Fahrenheit Scale.

Mercury remains liquid to $-39°$ C, and thermometers with com-
essed N. above the column of mercury may be used for as high
mperatures as 400° to 500° C.

HEAT-UNITS.

A French Calorie = 1 Kilogram of H_2O heated 1° C. at or near
° C

A British Thermal Unit (B.t.u.) = 1 lb of H_2O heated 1° F. at
near 39° F

A Pound-Calorie Unit = 1 lb. of H_2O heated 1° C. at or near 4° C.

1 French Calorie = 3.968 B.t.u. = 2.2046 Pound-Calories.

1 British Thermal Unit = .252 French Calories = .555 Pound-
lories.

1 Pound-Calorie = 1.8 B.t.u. = .45 French Calories.

1 B.t.u. = 778 ft.-lbs. = Joule's mechanical equivalent of heat.

1 H.P. = 33 000 ft.-lbs. per minute

$=\frac{33000}{778}=42.42$ B.t.u. per minute

$=42.42\times 60=2545$ B.t.u. per hour

The British Board of Trade unit is not a unit of heat, but of
ectrical measurement and

= 1 kilowatt hour

$=1000$ watts $=\frac{1000}{746}=1.34$ H.P. per hour.

TEMPERATURES IN SOME INDUSTRIAL OPERATIONS.

	Centigrade Degrees.	Fahrenheit Degrees.
Gold—Standard alloy, pouring into molds ..	1180	2156
Annealing blanks for coinage furnace chamber	890	1631
Silver—Standard alloy, pouring into molds	980	1796
Steel—Bessemer Process, Six-ton Converter:		
Bath of Slag	1580	2876
Metal in ladle	1640	2984
" " ingot mold .	1580	2876
Ingot in reheating furnace	1200	2192
" under hammer	1080	1976
Siemens Open-hearth Furnace:		
Producer-gas near gas-generator	720	1328
" entering recuperator chamber	400	752
" leaving " "	1200	2192
Air issuing from " "	1000	1832
Products of combustion approaching chimney.	300	590
End of melting pig charge	1420	2588
Completion of conversion	1500	2732
Pouring steel into ladle { beginning	1580	2876
Pouring steel into ladle { ending .	1490	2714
In the molds	1520	2768
Siemens Crucible Furnace.		
Temperature of hearth between crucibles	1600	2912
Blast-furnace on Gray Bessemer		
Opening in front of tuyère	1930	3506
Molten metal { beginning to tap ..	1400	2552
Molten metal { end of tap .	1570	2858
Siemens Glass-melting Furnace.		
Temperature of furnace	1400	2552
Melted glass	1310	2390
	585	1085
	1370	2498
	1100	2012

MELTING-POINTS.

	C°	F°		C°	F°
Sulphur	115	239	Copper	1054	1929
Tin	230	446	Cast iron, white	1135	2075
Lead	326	618	" " gray	1220	2228
Zinc	415	779	Steel, hard	1410	2570
Aluminium	625	1157	" mild	1475	2687
Silver	945	1733	Palladium	1500	2732
Gold	1045	1913	Platinum	1775	3227

MELTING-POINTS (ANOTHER AUTHORITY)

Substance	Degrees Fah	Substance	Degrees Fah
Aluminium	1247	Phosphorus	111
Antimony	797	Platinum	3227
Bismuth	505	Potassium	136
Bronze	1652	Silver	1832
Butter	91	Sodium	203 to 204
Copper	2102	Spermaceti	120
Gold	2192	Stearine	131
" coined	2156	Steel	2372 to 2552
Ice	32	Sulphur	230
Iodine	237	Tin	340
Iron, cast	1922 to 2382	Wax, white	154
" wrought	2732 to 2912	Wax, yellow	144
Lead	617	Zinc	786

G. HEAT DATA.

Heat Radiation.—Good heat radiators are good absorbers to an equal degree, and reflecting power is the exact inverse of radiating power

RELATIVE VALUE OF RADIATORS.

Substance	Relative Radiating Value.
Lampblack or soot	100
Cast iron, polished	26
Wrought iron, polished	23
Steel, polished	18
Brass, polished	7
Copper, polished	5
Silver, polished	3

Conduction is the transfer of heat by contact, molecular motion being then directly caused. Heat is thus transmitted through the thickness of a furnace-tube. There are good and bad conductors, the former being chosen for fire-boxes, other properties being suitable.

RELATIVE VALUE OF GOOD HEAT CONDUCTORS.

Substance.	Relative Conducting Value.
Silver	100
Copper	73.6
Brass	23.1
Iron	1.91
Steel	11.6
Platinum	8.4
Bismuth	1.8
Water	0.147

Bad conductors are of value for covering boilers, steam-cylinders, pipes, etc

RELATIVE VALUE OF HEAT INSULATORS

Substance.	Relative Insulating Value.
Silicate cotton or slag wool	100
Hair felt	85.4
Cotton wool	82
Sheep's wool	73 5
Infusorial earth	73 5
Charcoal	71.4
Sawdust	61 3
Gas-works breeze	43 4
Wood, and air-space	35.7

EXPANSION OF LIQUIDS IN VOLUME

Volume at 32 deg Fah = 1	Volume at 212 deg. Fah.
Water	1 046
Oil	1 080
Mercury.	1 018
Spirits of wine	1 110
Air	1 373 to 1.375

LINEAL EXPANSION OF METALS PRODUCED BY RAISING THEIR TEMPERATURE FROM 32° TO 212° FAH.

Zinc	1 part in 322	Gold.	1 part in 682
Lead	" " " 351	Bismuth	" " " 719
Tin (pure)	" " " 403	Iron	" " " 812
Tin (impure)	" " " 500	Antimony	" " " 923
Silver	" " " 524	Palladium.	" " " 1000
Copper	" " " 581	Platinum	" " " 1100
Brass	" " " 584	Flint glass	" " " 1248

COEFFICIENTS OF LINEAR EXPANSION.

	Elongation per deg. C.
Glass	0.0000085
Platinum	.0000085
Cast iron	.00001
Wrought iron	.000012
Copper	.000017
Lead	.000028
Zinc	.00003
Brass.	.000019

RELATIVE POWER OF METALS FOR CONDUCTING HEAT.

Gold	1000	Iron	374.3
Silver	973	Zinc	363
Copper	898 2	Tin	303.9
Platinum	381	Lead	179.6

Excess of Temperature in the Gas in the Pipes over that of the Atmosphere For an Excess of	Quantity of Heat Lost by a Square Unit of Exterior Pipe Surface	
	When Radiating in Air	When Plunged in Water.
10°	8	88
20°	18	266
30°	29	5,353
40°	40	8,944
50°	53	13,437

COMPARATIVE POWER OF SUBSTANCES FOR REFLECTING RADIANT HEAT.

Polished brass	100
Silver	90
Tin	80
Steel	60
Lead	60
Glass	10
Lampblack	0

RELATIVE POWER OF METALS FOR REFLECTING HEAT.

Intensity of direct radiation = 1.00.

Silver plate	0 97	Polished platinum	0.80
Gold	0.95	Steel	0.83
Brass	0.93	Zinc	0.81
Speculum metal	0.86	Iron	0.77
Tin	0.85		

CHAPTER XX

STEAM.

A. PROPERTIES OF STEAM

THE conversion of water into steam is attended with certain heat phenomena which may be developed as follows:

Latent Heat.—The term latent heat is applied to the heat added to or abstracted from a substance to change its state without changing its temperature. Thus 144 B t u must be added to 1 pound of ice to convert it into water at 32 deg. F This can be found by direct experiment by allowing ice to melt in water, the heat lost by the water being absorbed by the ice Suppose 2 oz (w_1) of ice at 32 deg F are added to 20 oz of water (w) at 60 deg F (t_1) which was at 45 deg F when the ice was melted, 1 deg. being obtained from the higher temperature of the room, making the corrected final temperature (t_2) 44 deg F Then

$$\begin{aligned} &\text{Heat lost by the water} = \text{heat gained by the ice.} \\ &w(t_2-t_1) \qquad = w_1[L+(t_2-32)], \\ &20(60-44) \qquad = 2[L+(44-32)], \\ &\text{Latent heat, } L = (320-24)-2 = 148. \end{aligned}$$

The exact value is more nearly 144 B t u The calorimeter shown in Fig 83 is often used for such experiments A metal vessel B contains in its air-space another vessel surrounded by non-conducting material like felt and is provided with a thermometer for taking the temperature of the water The Siemens pyrometer resembles this apparatus, the copper cylinder being brought up to the temperature of the furnace to be tested and then quickly thrown into the known weight of water; when the temperature becomes constant after gently stirring the heat lost by the copper will equal the heat gained by the water, as before, but the calculation is as follows:

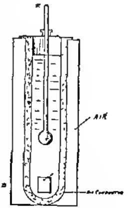

FIG 83 —Calorimeter.

Weight × specific heat × decreased temperature of copper
= weight × increased temperature of the water.

$$w_1 \times 0.95(T-t_2)=w(t_2-t_1),$$

where T is the temperature of the furnace and the other terms have the same values as before.

When water is heated the rise in temperature ceases at 212 deg. F. (100 deg C.) until all the water has been converted into steam without raising the pressure The heat continually added goes to change the condition of water from that of a liquid to a vapor. This heat may be determined by the apparatus shown in Fig. 84.

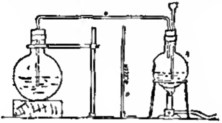

FIG. 84 —Apparatus for Testing Latent Heat of Steam.

Water is boiled in flask A, steam passing from A through B to flask C into water, which condenses it This continues until the water in C nearly boils The difference in weight of C before and after the test will give the weight of steam condensed (w). Since the heat lost by the steam equals that gained by the water,

$$w(212+L-t_2)=w_1(t_2-t_1),$$

or if there was 20 oz of water in C at 70 deg. F. and the steam condensed was 1 5 oz, increasing the temperature to 147 deg.,

$$1.5(212+L_h-147)=20(147-70),$$
$$L_h=(1540-97.5)\div1.5=961.6 \text{ B.t.u.}$$

The exact value for the latent heat of steam is 966 B.t u.

It should be well grasped that latent heat is a kind of specific heat given to the body during the change from solid to liquid and from liquid to gaseous. In the reverse order an equal quantity of heat is given out. Thus 1 lb. of ice below 32° will give out or absorb 0.5 unit for every degree, and 144 units when melting. Water between 32° and 212° will require 1 unit per lb. Finally, if the steam be superheated beyond 212°, 0.48 unit will raise each pound by one degree at a time.

Fig. 85 shows the changes indicated, ABC being the curve of volumes, with DEF as base, and the dotted line a curve of corre-

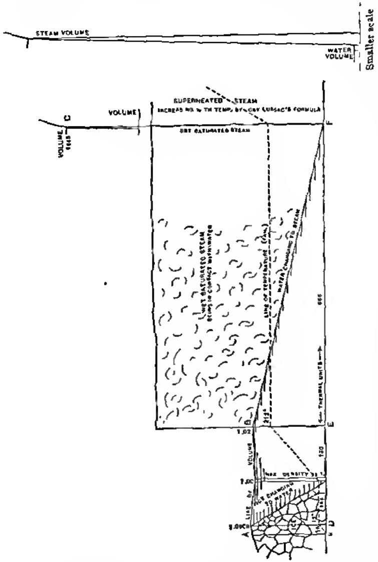

Fig. 85.—Relative Volumes and Temperatures of Ice, Water, and Steam, and Heat Supplied

sponding temperatures. The base-line lengths indicate units of heat required to change both volume and temperature under atmos-

pheric pressure. The steam volume at F is too great to be shown on the diagram, but is given to a smaller scale at G and to a still smaller scale at C The base of these narrow triangles corresponds to EF.

Water will boil at 212° F. under 14 7 lbs. per sq. in. pressure, but if the pressure is decr . and if the pressure increases th 2 deg. When steam is in contact urated, but when all water has been evaporated it becomes dry steam; further addition of heat forms superheated steam, which behaves like a fixed gas in that condition. In Fig. 85 the volume of steam is 1650 times that of the water from which it was formed, while 1 lb. of water will form 26 36 cu. ft. of steam

The relation of temperature to pressure for the range of −32 to 32 deg. F was tested by Gay-Lussac in the apparatus shown in

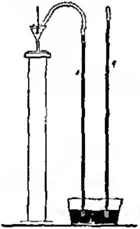

Fig 86

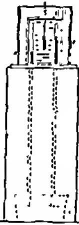

Fig 87.

Fig 86 —Tension of Aqueous Vapor at Low Temperatures.
Fig 87 —Tension of Aqueous Vapor at Medium Range.

Fig. 86, consisting of two barometer tubes in mercury, tube B containing some water above the mercury in its end, the temperature of which was regulated by freezing-mixtures as shown.

leg. to 122 deg. Regnault which tube B again has a The ends of the barometer tubes are surrounded by water which is readily brought to the temperature desired.

The tension of aqueous vapor and steam between the temperatures of 122 deg and 219 deg. F (since it has been carried to 432

deg.) was found by Regnault in the apparatus shown in Fig. 88, where A is a boiler in which steam is formed which is condensed by the water-jacket circulating water from D to E, B is a copper sphere in which the pressure is regulated by the pump C and measured by the U gage F The thermometers in A measure the temperature of the steam, and the very high tube G permitted of pressures up to 24 atmospheres

The relation between temperature and specific volume or cubic feet per pound was determined by Fairbairn and Tate in the apparatus shown in Fig 89, where a glass sphere A dips its open stem into mercury in tube E connected with B, containing water. A known weight of water is placed in A while D and B are heated. As the tension in A and B are equal at first the mercury columns are at the same level, but when the water in A has evaporated,

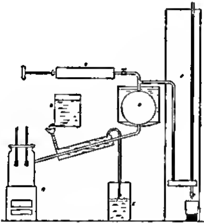

FIG 88 —Vapor Tension of Steam

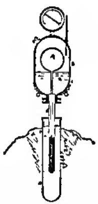

FIG 89.—Testing for Specific Volume

the vapor begins to superheat and the pressure becomes less than in B, which is still evaporating, so that the mercury-column levels separate At this moment the steam in A is dry, its volume is known, and its weight, from which its specific volume at that temperature is readily found The results from these experiments are shown by the curves of Fig 90, where the curve to the left shows the rise in temperature and the curve to the right the decrease in specific volume as the absolute pressure (atmospheric+pressure above atmospheric) increases

The total heat of evaporation is the quantity of heat required to raise the temperature of water from freezing-point to boiling-point and just convert it into steam. Regnault investigated the

Work in Steam.—When steam is formed it occupies a relatively much greater volume than the water from which it had been formed, this expansion could take place only against the resistance of material previously occupying that space, and work is therefore done. This is illustrated in Fig. 92, where one pound of water is supposed to be heated in the tube having a piston above it of 1 square foot area. The steam pushes it upward against one atmosphere, or 14.7 lbs. per sq. in., or $14.7 \times 144 = 2116.8$ lbs. As 1 cu. ft. of water weighs 62.5 lbs. it will stand $1 \div 62.5 = 0.016$ foot high in the tube. The specific volume of 1 lb. of steam at 212 deg. is 26.36 cu. ft., attained by doing $2116.8 \times 26.36 = 55,799$ ft.-lbs. of work. The latent heat of steam absorbed $966 \times 772 = 745,752$ ft.-lbs. Taking from this 55,799 leaves 689,935 ft.-lbs. for internal work. Raising the temperature of water from 60 deg. to 212 deg. required $152 \times 772 = 117,344$ ft.-lbs. This may be summed up as

$$\text{Total work} = [966 + 180° - (60° - 32°)]772 = 863,096 \text{ ft.-lbs.}$$

Thus 2.1 parts of the work went to raise the temperature of the water 12.36 to internal work of changing water into steam and 1 part to external work of raising the piston or expansion. In the diagram let OA be 26.36 and OB 2116.8 lbs.; then the shaded rectangle will represent external work. Make OD and DE 12.36 and 2.1 times OB respectively; the rectangle OD and DG will represent internal work and sensible heat respectively. The shaded area represents only useful work. The efficiency of steam-formation work therefore is $55,799 - 863,096 = 0.0646$. Using these figures, let us take the example of a triple-expansion engine operating with steam at 160 lbs. gage pressure, or $160 + 14.7 = 174.7$ lbs. absolute pressure. Thence we have

Specific volume of steam, cu. ft.	2.5
Load on piston, 144×174.7 lbs.	25,156.0
External work, $2.5 \times 25,156$ lbs.	62,890.0
. . . . . .	370.0
. . . . .	660,369.0
. . . . . .	597,479.0
Raising temperature of water, $(370 - 60)772$ ft.-lbs.	239,320.0
Total work, $62,890 + 597,479 + 239,320$ ft.-lbs.	899,689.0

$$\text{Efficiency of steam} = \frac{\text{external work}}{\text{total work}} = \frac{62,890}{899,189} = 0.07,$$

which shows that high-pressure steam is not more economical than low-pressure steam, weight for weight.

Specific Heat.—The relative quantity of heat required to raise the temperature of a substance 1 deg. F., as compared with water.

is termed its specific heat As applied to gases it refers to two conditions—constant volume and constant pressure, the temperature varying in both cases. As 1 cu ft of air weighs 0 0803 lb., 1 lb. will occupy 12.4 cu ft at 1 atmosphere pressure and 32 deg. F. If it is heated to 212 deg F, a rise of 180 deg F, the increase in volume will be $(180-492)12\ 4=4\ 54$ cu ft, which represents the rise of the piston in Fig 92 against 2116 8 lbs The external work will therefore be $2116\ 8\times 12\ 4=9510\ 27$ ft-lbs The specific heat of gases at constant pressure is 0 2375, thus the heat absorbed in raising the temperature of the air 180 deg. will be $180\times 0.2375=42\ 75$ B t u $=33\ 003$ ft-lbs The difference, which is internal work, will therefore be $33\ 003-9510\ 27=23{,}492.75$ ft.-lbs. $=30\ 43$ B t u Therefore the specific heat, constant volume, $=30\ 43-180=0\ 1672$ B t u, or, more correctly, 0 1686 B.t u. The ratio of specific heats will therefore be $0\ 2375\div 0.1686=1\ 408=y$ When specific heats are represented in foot-pounds the symbols K_p and K_v may be used

According to Regnault's law the specific heat of a gas at constant pressure is the same at all temperatures Suppose a gas to be heated under the constant pressure P, its volume being increased from V_1 to V_2 and the absolute temperature rising from T_1 to T_2, then the

$$\begin{aligned}\text{External work} &= P(V_2-V_1)=c(T_2-T_1),\\ \text{Total}\quad \text{''} &= K_p(T_2-T_1),\\ \text{Internal}\quad \text{''} &= K_p(T_2-T_1-c(T_2-T_1).\end{aligned}$$

Since only internal work is done when gas is heated at constant volume

$$K_v(T_2-T_1)=K_p(T_2-T_1-c(T_2-T_1),$$
$$C=K_p-K_v$$

Note that the internal work $K_v(T_2-T_1)$ may be either positive, negative, or nothing

Superheated Steam.—By experiment $K_p=370\ 56$ ft.-lbs. Steam behaves like a perfect gas a few degrees above its saturation point, K_p being practically a regular quantity. The ratio of the specific volumes of air to superheated steam is 0 622, and the constant C for steam equals the constant C for air divided by 0 622 or 85 5 Therefore

$$C=K_p-K_v=85\ 5,\qquad K_v=370\ 56-85\ 5=285\ 06\ \text{ft.-lbs},$$

$$y=\frac{K_p}{K_v}=\frac{370\ 56}{285\ 06}=1.3.$$

Expansion Curves.—The hyperbola illustrating Boyle's law is shown in Fig. 93, and expresses the relation

$$PV=C.$$

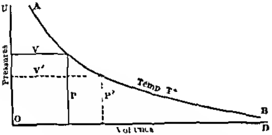

FIG. 93.—Hyperbolic Expansion Curve

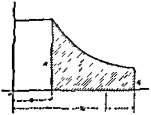
FIG. 94.—Expansion Area.

Another expansion curve has the formula $PV^n=C$, the exponent n changing with the material. The shaded area shows the work done during expansion, Fig. 94, and could be measured, but since the curve has a definite formula its area may be found by the formula

$$\text{Area}=PV\log_e\frac{V_2}{V_1}.$$

This of course requires the use of a table of hyperbolic logarithms. The area of the curve having the formula $PV^n=C$ is

$$\text{Area}=\frac{P_1V_1-P_2V_2}{n-1}$$

An isothermal curve follows the law of Boyle, the heat transformed into work during expansion being supplied so that the

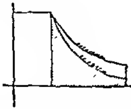
FIG. 95.—Expansion Curves.

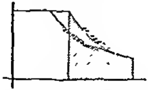
FIG. 96.—Compression Curves.

temperature remains constant. If no heat is supplied, the curve will fall below the hyperbola as shown in Fig. 95. In compression

the curve would rise above the isothermal as the gas becomes heated by work done upon it, as shown in Fig 96

The value of the exponent n for the adiabatic expansion curve is thus developed:

$$\text{Area of curve} = \frac{P_1V_1 - P_2V_2}{n-1} = \frac{c}{n-1}(T_2 - T_1) = \text{external work}$$

$$\begin{aligned}
\text{Total work} &= \text{internal work} + \text{external work} \\
&= K_v(T_2 - T_1) + \frac{c}{n-1}(T_2 - T_1) \\
&= \left(K_v + \frac{c}{n-1}\right)(T_2 - T_1) \\
&= \left(\frac{nK_v - K_p}{n-1}\right)(T_2 - T_1).
\end{aligned}$$

Since no heat is added nor abstracted in adiabatic expansion this last expression is equal to zero; since the factor $(T_2 - T_1)$ is tangible,

$$nK_v - K_p = 0 \quad \text{and} \quad n = \frac{K_p}{K_v} = y,$$

and

$$PV^y = C$$

is the general equation for adiabatic expansion. External work is done at the expense of the heat in the gas. Therefore, in adiabatic expansion

$$P_2V_2^y = P_1V_1^y, \qquad P_2V_2V_2^{y-1} = P_1V_1V_1^{y-1},$$

$$P_2V_2 = P_1V_1\left(\frac{V_1}{V_2}\right)^{y-1} = cT_2 = cT_1\left(\frac{V_1}{V_2}\right)^{y-1},$$

$$T_2 = T_1\left(\frac{T_1}{T_2}\right)^{y-1}, \qquad \text{or} \quad T_2 = T_1\left(\frac{T_1}{T_2}\right)^{0.408} \text{ for air.}$$

The formula thus far developed may now be collected:

Isothermal expansion, $PV=C$,

Adiabatic " $PV^y=C \begin{cases} y=1.408 \text{ for air} \\ \quad =1.3 \text{ for sup. steam,} \end{cases}$

Saturated steam expansion, $PV^{\frac{17}{16}}=C$ (Rankine) $=475$,

Adiabatic " " $PV^{1.235}=C$ (Zeuner),

" " " $PV^{\frac{10}{9}}=C$ (Rankine),

" superheated steam expansion, $PV^{1.3}=C$.

These adiabatic curves represent the expansion of steam in a cylinder under good conditions. As shown in Fig. 97, all start-

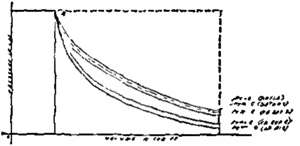

Fig. 97.—Curves Compared.

ing at the same point, the hyperbolic curve lies highest and the adiabatic for air lowest.

By consulting Fig. 98 it will be seen that AB is the curve for dry steam; if V is decreased by compression at constant tempera-

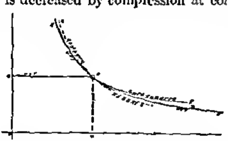

Fig. 98.—Curves of Wet and Dry Steam.

ture the steam becomes wet, but if V is increased the steam becomes superheated and has the formula $PV^{1.135}=C$. Tables I and II give the properties of dry saturated steam and facts connected with steam generation.

Table II gives the properties of dry saturated steam for differences of 1 lb. per sq. in. pressure and ranges usual in steam-boiler practice.

1 PROPERTIES OF SATURATED STEAM

Absolute Pressure	Gage Pressure	Temperature F	Weight in Pounds per Cubic Foot of Steam	Volume in Cubic Feet of One Pound of Steam	Total Heat above 32° F		Latent Heat, Heat-units
					In the Water, Heat-units	In the Steam, Heat-units	
1	−27.9	102.1	.003	334.23	70.09	1113.1	1043.0
5	−19.7	162.3	.014	72.50	130.7	1131.4	1000.7
10	−9.6	193.2	.026	37.80	161.9	1140.9	979.0
14.7	0	212.0	.038	26.36	180.9	1146.6	965.7
15	.3	213.0	.039	25.87	181.9	1146.9	965.0
20	5.3	227.9	.050	19.72	197.0	1151.5	954.4
25	10.3	240.0	.063	15.99	209.3	1155.1	945.8
30	15.3	250.2	.074	13.48	219.7	1158.3	938.9
35	20.3	259.2	.086	11.66	228.8	1161.0	932.2
40	25.3	267.1	.097	10.28	236.9	1103.4	926.5
45	30.3	274.3	.109	9.21	244.3	1165.6	921.3
50	35.3	280.9	.120	8.34	251.0	1167.6	916.6
55	40.3	286.9	.131	7.63	257.2	1169.4	912.3
60	45.3	292.5	.142	7.03	262.9	1171.2	908.2
65	50.3	297.8	.153	6.53	268.3	1172.8	904.5
70	55.3	302.7	.164	6.09	273.4	1174.3	900.9
75	60.3	307.4	.175	5.71	278.2	1175.7	897.5
80	65.3	311.8	.186	5.37	282.7	1177.0	894.3
85	70.3	316.0	.197	5.07	287.0	1178.3	891.3
90	75.3	326.0	.208	4.81	291.2	1179.6	888.4
95	80.3	323.9	.219	4.57	295.1	1180.7	885.6
100	85.3	327.6	.230	4.30	298.9	1181.8	882.9
110	95.3	334.5	.251	3.98	306.1	1184.0	877.9
120	105.3	341.0	.272	3.67	312.8	1185.9	873.2
130	115.3	347.1	.294	3.41	319.1	1187.8	866.7
140	125.3	352.8	.315	3.18	325.0	1189.5	864.6
150	135.3	358.2	.336	2.98	330.6	1191.2	860.6
160	145.3	363.3	.357	2.80	335.9	1192.7	856.9
170	155.3	368.2	.378	2.65	340.9	1194.2	853.3
180	165.3	372.8	.398	2.51	345.8	1195.7	849.9
190	175.3	377.3	.419	2.39	350.4	1197.0	846.6
200	185.3	381.6	.440	2.27	354.9	1198.3	843.4
210	195.3	385.7	.461	2.17	359.2	1199.6	840.4
220	205.3	389.7	.485	2.06	362.2	1200.8	838.6
230	215.3	393.6	.506	1.98	366.2	1202.0	835.8
240	225.3	397.3	.527	1.90	370.0	1203.1	833.1
250	235.3	400.9	.548	1.83	373.8	1204.2	830.5
300	285.3	417.4	.651	1.535	390.9	1209.2	818.3
400	385.3	444.9	.857	1.167	419.8	1217.7	797.9
500	485.3	467.4	1.062	.942	443.5	1224.5	781.0
600	585.3	486.9	1.266	.790	464.2	1230.5	766.3
700	685.3	504.1	1.470	.680	482.4	1235.7	753.3
800	785.3	519.6	1.674	.597	498.9	1240.3	741.4
900	885.3	533.7	1.878	.532	514.0	1244.7	730.6
950	935.3	540.3	1.980	.505	521.3	1246.7	725.4
1000	985.3	546.8	2.082	.480	528.3	1248.7	720.3

11. PROPERTIES OF SATURATED STEAM

Absolute Pressure per Square Inch Lbs	Temperatures ° Fahr	Total Latent Heat of Steam from Water Supplied at 32° F B t u	Water Heat of Steam (to Raise Temperature of Water from 32° F) B t u	Total Heat of One Pound of Steam from Water Supplied at 32° F B t u	Density or Weight of One Cubic Foot of Steam Lbs.	Volume of One Pound of Steam. Cu Ft	Relative Volume, or Cubic Feet of Steam from One Cubic Foot of Water Rel. Vol.
122	342 4	872 8	313 0	1185 8	0 2781	3 505	224 2
123	343 0	872 3	313 7	1186 0	2803	3 567	222.4
124	343 6	871 9	314 3	1186 2	2824	3 541	220 8
125	344 2	871 5	314 9	1186.4	.2846	3 514	219.1
126	344 8	871 1	315 5	1186 6	2867	3 488	217.5
127	345 4	870 7	316 1	1186 8	.2889	3 462	215 8
128	346 6	870 2	316 7	1186 9	2910	3 436	214 3
129	346 6	869 8	317 3	1187 1	.2931	3 411	212.7
130	347 2	869 4	317 9	1187 3	2951	3 388	211 3
131	347 8	869 0	318 5	1187 5	2974	3 362	209.7
132	348 3	868 0	319 6	1187 6	2996	3 338	208.1
133	348 9	868 2	319 6	1187 8	3017	3 315	206.7
134	346 5	867 8	320 2	1188 6	3038	3.291	205 2
135	350 1	867 4	320 8	1188 2	.3060	3.268	203 8
136	350 6	867 0	321 3	1188 3	3080	3 246	202.4
137	351 2	866 6	321 9	1188 5	3102	3.224	201 6
138	351 8	866 2	322 5	1188 7	3123	3 201	199.6
139	352 4	865 8	323 1	1188 9	3145	3.180	198 3
140	352 6	865 4	323 6	1189 0	.3166	3 159	197 6
141	353 5	865 0	324 2	1186 2	3187	3 138	195.6
142	354 0	864 6	324 8	1186 4	3209	3 117	194 3
143	354 5	864 2	325.4	1189 6	3230	3.096	193.1
144	355 0	863 9	325 8	1189 7	3251	3.076	191 8
145	355 6	863 5	326 4	1189 6	3272	3 056	190 6
146	356 1	863 1	326 9	1190 0	3293	3 037	189.4
147	356 7	862 7	327 5	1190 2	3315	3.017	188.1
148	357 2	862 3	328 0	1190 3	3336	2.998	186.9
149	357 8	861 9	328 6	1190 5	3357	2.979	185 7
150	358 3	861 5	329 2	1190 7	3378	2.960	184.0
151	359 0	861 1	329 8	1190 9	3400	2.941	183.4
152	359 5	860 7	330 3	1191 0	3421	2.923	182.2
153	360 0	860 4	330 8	1191 2	3442	2 905	181.2
154	360 5	860 0	331 4	1191 4	3463	2.887	180.0
155	361 1	859 6	331 9	1191 5	3481	2 870	179 0
156	361 6	859 2	332 5	1191 7	3505	2 853	177.9
157	362 1	858 0	332 9	1191 8	3527	2 836	176 8
158	362 6	858 5	333 5	1192 0	.3548	2.818	175.7
159	363 1	858 1	334 0	1192 1	.3569	2 802	174.7
160	363 6	857 8	334 5	1192 3	.3590	2.785	173 7
165	366 0	856 2	336.7	1192 9	.3696	2.706	168.7
170	368 2	854.5	339 2	1193 7	.3801	2.631	164.1
175	370 8	852 9	341.5	1194 4	3905	2.559	159.7
180	372 9	851 3	343.8	1195 1	4011	2.493	155.5
185	375 3	849 6	346.2	1195 8	4115	2.430	151.5
190	377.5	848 0	348 5	1196 5	.4220	2 370	147.8
195	379 7	846 5	350.7	1197 2	4324	2.313	144.2
200	381 7	845 0	352 8	1197 8	4419	2 263	141 1

The rate at which steam is evaporated in a given boiler will depend to a considerable extent upon the temperature at which the feed-water enters it The table on page 331 will illustrate this fact clearly and demonstrates the value of preheating feed-water in an economizer or otherwise

B STEAM-BOILER PRACTICE

Fuels.—There is a large variety of fuels adapted for steam-raising Possibly the first in order of precedence is wood, which is equal to 40 per cent of its weight of coal, or 2 5 lbs. of wood equal 1 lb. of coal Some say 2 25 lbs of dry wood equal 1 lb of good coal The table here presented gives a comparison of some of the usual fireplace woods.

	Weight, Lbs.	Coal Equivalent, Lbs.
One cord of hickory or hard maple . . .	4500	2000
" " " white oak . .	3850	1711
" " " beech, red oak, black oak	3250	1445
" " " poplar, chestnut, elm .	2350	1044
" " " pine . . .	2000	890

Sharpless assumes a coal equivalent of about 10 per cent. less than that given above

Coal and other solid fuels vary considerably in composition, as shown by these average examples:

ANALYSES OF FUELS

	Water	Volatile Matter	Fixed Carbon	Ash.	Sulphur
Anthracite (mixed)	3 40	3 80	83 80	8 40	0 60
Semi-bituminous .	1 00	20 00	73 00	5 00	1 00
Bituminous . .	1 20	32 50	60 00	5 30	1 00
Lignite . .	22 00	32 00	37 00	9 00	
Coke .			89 00	10 00	0 80

	Carbon	Hydrogen	Oxygen	Nitrogen	Ash
Wood, dry	50 0	6 0	41 0	1 0	2 0
Charcoal. . .	75 5	2 5	12 0	.	1.0
Peat, dry and ash-free	58 0	5 7	35 0	1.2	

WEIGHT PER CUBIC FOOT OF COAL AND COKE.

	Lbs per Cu Ft.	Storage for Long Ton.
Anthracite coal, market sizes, loose	52–56	40–43 cu. ft.
Anthracite coal, market sizes, moderately shaken	56–60	
Anthracite coal, market size, heaped bushel, loose	77–83	
Bituminous coal, broken, loose	47–52	43–48 "
Bituminous coal, moderately shaken	50–56	
Bituminous coal, heaped bushel	70–78	
Dry coke	23–32	80–97 "
Dry coke, heaped bushel (average 38)	35–42	

HEATING VALUE OF SOME FUELS.

	B.t u.
Peat, Irish, perfectly dried, ash 4 per cent	10,200
Peat, air-dried, 25 per cent moisture, ash 4 per cent	7,400
Wood, perfectly dry, ash 2 per cent	7,800
Wood, 25 per cent moisture	5,800
Tanbark, perfectly dry, 15 per cent. ash	6,100
Tanbark, 30 per cent. moisture	4,300
Straw, 10 per cent moisture, ash 4 per cent	5,450
Straw, dry, ash 4 per cent	6,300
Lignites	11,200

The above are approximate figures, for on such materials qualities are very variable

Coal and coke are often measured by the bushel. The standard bushel of the American Gaslight Association is 18½ in. diam. and 8 in deep = 2150.42 cu in. A heaped bushel is the same plus a cone 19½ in diam. and 6 in. high, or a total of 2747.7 cu. in. An *ordinary* heaped bushel = 1¼ struck bushels = 2688 cu in = 10 gallons dry measure.

Crude petroleum = 7.3 lbs per gallon.

ANTHRACITE-COAL SIZES

Size and Name	Through a Round Hole	Over a Round Hole
Chestnut	1¼ inches diameter	¾ inches diameter
Pea	¾ " "	$\frac{9}{16}$ " "
No 1 buckwheat	$\frac{9}{16}$ " "	⅜ " "
" 2 " or rice	⅜ " "	$\frac{3}{16}$ " "
" 3 " or barley	$\frac{3}{16}$ " "	$\frac{3}{32}$ " "
Dust	$\frac{3}{32}$ " "	

Comparative Values of Fuel.—The following table shows the relative values of fuel used in furnace practice, either coal or coke, with different percentages of ash, showing the influence of the latter.

Combustible, Per Cent	Percentage of Ash												
	2%	3%	4%	5%	6%	7%	8%	9%	10%	11%	12%	13%	14%
75							$2.83	$2.8[illegible]	$2.80	$2.79	$2.77	$2.76	$2.74
76							2.88	2.86	2.84	2.83	2.81	2.79	2.78
77						$2.93	2.91	2.90	2.88	2.87	2.85	2.84	2.82
78						2.97	2.95	2.93	2.90	2.88	2.86	2.84	
79	.	.			$3.01	2.99	2.97	2.96	2.94	2.[illegible]	2.90	2.88	
80	.	.	.		3.06	3.04	3.02	3.00	2.98	2.96	2.94	2.92	
81		.	.		3.10	3.08	3.06	3.04	3.02	3.00	2.98		
82		.		$3.17	3.15	3.13	3.10	3.08	3.06	3.04	3.02		
83				3.21	3.19	3.17	3.14	3.1[illegible]	3.10	3.08	3.06		
84				3.25	3.23	3.21	3.18	3.16	3.14	3.12			
85		.	$3.33	3.31	3.29	3.26	3.23	3.20	3.18				
86		.	3.37	3.35	3.33	3.30	3.27	3.24					
87			3.41	3.39	3.37	3.34	3.32	3.29					
88		$3.46	3.44	3.42	3.39	3.36	3.33						
89		3.49	3.47	3.45	3.43	3.41							
90	$3.54	3.52	3.51	3.50	3.48								
91	3.58	3.57	3.56	3.54	3.52								
92	3.63	3.61	3.59	3.57									
98	3.68	3.66	3.64	3.61									

Approximately 1.43 to 1.54 lbs. of petroleum of 7.3 lbs. per gallon equals 1 lb. best soft coal. It requires about 4 per cent. of the steam generated to operate the atomizing oil spray for a boiler, this being preferred to an air spray. Probably 35,000 cu. ft. of natural gas will be equal in heating value to a ton of coal.

Water Supply.—The water-pipe should be ample in size, so as not to restrict the flow should incrustations form. Bends in the pipe also reduce the delivery. Weisbach gives this formula for the loss due to friction.

$$P=f\frac{V^2}{2g}=f\frac{V^2}{64.4},$$

where P = loss in pressure, lbs. per sq. in.,
V = velocity of flow in ft. per second;
f = coefficient of friction found in the following table for various angles of bend, A.

A..	20°	40°	45°	60°	80°	90°	100°	110°	120°	130°
f..	0.02	0.06	0.079	0.158	0.32	0.426	0.546	0.674	0.806	0.934

This applies to such short bends as are found in ordinary fittings, such as 90° and 45° ells, tees, etc. A globe valve will produce a loss about equal to two 90° bends, a straightway valve about equal to one 45° bend. To use the above formula find the velocity V from the table, square this speed, and divide the result by 64.4; multiply the quotient by the tabular value of F, corresponding to the angle of the turn A.

For example, a 400-h.p. battery of boilers is to be fed through a 2-in. pipe. Allowing for fluctuations we figure 40 gallons per minute, making 244 feet per minute speed, equal to a velocity of 4.06 ft. per second. Suppose our pipe is in all 75 ft. long, we have from the second table on page 329, for 40 gallons per minute, 1.6 lbs loss, for 75 ft. we have only 75 per cent. of this, $=1.2$ lbs. Suppose we have six right-angled ells, each giving $F=0.426$. We have then $4.06\times4.06=16.48$; divide this by $64.4=0.256$. Multiply this by $F=0.420$ lb., and as there are six ells, multiply again by 6, and we have $6\times0.426\times0.256=0.654$. The total friction in the pipe is therefore $1.2+0.654$ lbs. per sq. in. If the boiler pressure is 100 lbs. and the water-level in the boiler is 8 feet higher than the pump-suction level we have first $8\times0.433=3.464$ lbs. The total pressure on the pump-plunger then is $100+3.464+1.854=105.32$ lbs. per sq. in. If in place of six right-angled ells we had used three 45° ells, they would have cost us only $3\times0.079=0.237$ lb.; $0.237\times0.256=0.061$.

The total friction head would have been $1.20+0.061=1.261$ and the total pressure on the plunger $100+3.464+1.261=104.73$ lbs. per sq. in., a saving over the other plan of nearly 0.6 lb.

To be accurate we ought to add a certain head in either case "to produce the velocity." But this is very small, being for velocities of

2	3	4	5	6	8	10	12 and	18 feet per sec.
0.027	0.061	0.108	0.168	0.244	0.433	0.672	0.970 and	2.18 lbs. per sq. in.

Our results should therefore have been increased by about 0.11 lbs. It is usual, however, to use larger pipes and thus to materially reduce the frictional losses.

The weight of water varies with the temperature as given by the table by C. A. Smith on page 330.

TABLE GIVING RATE OF FLOW OF WATER IN FEET PER MINUTE THROUGH PIPES OF VARIOUS SIZES, FOR VARYING QUANTITIES OF FLOW

Gallons per Minute	Diameter, Inches							
	¾	1	1¼	1½	2	2½	3	4
5	218	122.5	78.5	54.5	30.5	19.5	13.5	7.6
10	436	245	157	109	61	38	27	15.3
15	653	367.5	235.5	163.5	91.5	58.5	40.5	23
20	872	490	314	218	122	78	54	30.6
25	1090	612.5	392.5	272.5	152.5	97.5	67.5	38.3
30		735	471	327	183	117	81	46
35		857.5	549.5	381.5	213.5	136.5	94.5	53.6
40		980	628	436	244	156	108	61.3
45		1102.5	706.5	490.5	274.5	175.5	121.5	69
50			785	545	305	195	135	76.6
75			1177.5	817.5	457.5	292.5	202.5	115
100				1090	610	380	270	153.3
125					762.5	487.5	337.5	191.6
150					915	585	405	230
175					1067.5	682.5	472.5	268.5
200					1220	780	540	306.6

LOSS IN PRESSURE DUE TO FRICTION

Pounds per Square Inch for Pipe 100 Feet Long

Gallons Discharged per Minute	Diameter Inches							
	¾	1	1¼	1½	2	2½	3	4
5	3.3	0.84	0.31	0.12				
10	13.0	3.16	1.05	0.47	0.12			
15	28.7	6.98	2.38	0.97				
20	50.1	12.3	4.07	1.66	0.42			
25	78.0	19.0	6.40	2.62		0.21	0.10	
30		27.5	9.15	3.75	0.91			
35		37.0	12.1	5.05				
40		48.0	16.1	6.52	1.60			
45			20.2	8.15				
50			24.9	10.0	2.44	0.81	0.33	0.09
75			56.1	22.4	5.32	1.80	0.74	
100				39.0	9.46	3.20	1.31	0.33
125					14.9	4.89	1.99	
150					21.2	7.0	2.85	0.69
175					28.1	9.46	3.85	
200					37.5	12.47	5.02	1.22

WEIGHT OF WATER PER CUBIC FOOT AND HEAT-UNITS IN WATER BETWEEN 32° AND 212° F.

Temp, Deg F	Weight in Pounds per Cubic Foot	Heat-units	Temp, Deg F	Weight in Pounds per Cubic Foot	Heat-units	Temp, Deg F	Weight in Pounds per Cubic Foot	Heat-units
32	62 42	0 00	96	62 07	64.07	160	60 98	128.37
34	62 42	2 00	98	62.05	66.07	162	60 94	130.39
36	62 42	4 00	100	62.02	68.08	164	60.90	132.41
38	62 42	6 00	102	62 00	70.09	166	60.85	134.12
40	62 42	8 00	104	61 97	72.09	168	60 81	136.44
42	62 42	10 00	106	61 95	74 10	170	60 77	138.45
44	62 42	12 00	108	61 92	76 10	172	60.73	140.47
46	62 42	14 00	110	61 89	78 11	174	60 68	142 49
48	62 41	16 00	112	61 86	80.12	176	60.64	144 51
50	62 41	18 00	114	61 83	82 13	178	60 59	146 52
52	62 40	20 00	116	61.80	84 13	180	60 55	148.54
54	62 40	22 01	118	61 77	86 14	182	60 50	150.56
56	62 39	24 01	120	61 74	88 15	184	60.46	152.58
58	62 38	26 01	122	61 70	90.16	156	60 41	154 60
60	62 37	28 01	124	61 67	92 17	188	60.37	156.02
62	62 36	30 01	126	61 63	91 17	190	60.32	158.64
64	62 35	32 01	128	61 60	96 18	192	60 27	160 67
66	62 34	34 02	130	61 56	98 19	194	60 22	162.69
68	62 33	36 02	132	61 52	100 20	196	60.17	164 71
70	62 31	38 02	134	61 49	102 21	198	60.12	166.73
72	62 30	40 02	136	61 45	104 22	200	60.07	168 75
74	62 28	42 03	138	61 41	106 23	202	60 02	170.78
76	62 27	44 03	140	61 37	108 25	204	59 97	172 80
78	62 25	46 03	142	61 34	110 26	206	59 92	174.83
80	62 23	48 04	144	61 30	112 27	208	59.87	176.85
82	62 21	50 04	146	61 26	114 28	210	59 82	178.87
84	62 19	52 04	148	61 22	116 29	212	59 76	180 90
86	62 17	54 05	150	61 18	118 31			
88	62 15	56 05	152	61 14	120 32			
90	62 13	58 06	154	61 10	122 33			
92	62 11	60.06	156	61.06	124 35			
94	62 09	62 06	158	61 02	126 36			

Pure water at 62 deg F weighs 62.355 lbs per cu ft., or $8\frac{1}{3}$ lbs. per U. S gallon, 7.48 gallons = 1 cu ft It takes 30 lbs. or 3.6 gallons of boiler feed-water for each horse-power per hour

HEAT TRANSMITTED BY CONDENSER SURFACES PER SQUARE FOOT PER HOUR

Surface	B t u.
Smooth vertical plane	406
Vertical plane with about 80% surface in ribs or corrugations	170
Smooth vertical pipe surface	480
Vertical tube with 67% of surface in corrugations	221
Horizontal smooth tube or pipe	369
Horizontal tube with 67% of surface in corrugations	*185*

Note—This table is correct for steam of 15 to 22 lbs pressure, for exhaust-steam reduce in proportion to temperature, except *for corrugated and ribbed surfaces, which lose very rapidly for* low steam temperatures For hot water, 50 per cent. of the tabular numbers is approximately correct.

PERCENTAGE OF SAVING FOR EACH DEGREE OF INCREASE IN TEMPERATURE OF FEED-WATER HEATED

Initial Temperature of Feed	Pressure of Steam in Boiler Lbs per Sq In above Atmosphere										
	0	20	40	60	80	100	120	140	160	180	200
32°	0872	0861	0855	0851							
40	0878	0867	0861	0856							
50	0886	0877	0868	0864							
60	0894	0883	0876	0872							
70	0902	0890	0884	0879							
80	0910	0898	0891	0887							
90	0919	0907	0900	0895							
100	0927	0915	0908	0903							
110	0936	0923	0916	0911							
120	0945	0932	0925	0919							
130	0954	0941	0934	0928							
140	0963	0950	0943	0937							
150	0973	0959	0951	0946							
160	0982	0968	0961	0955							
170	0992	0978	0970	0964							
180	1002	0988	0981	0973							
190	1012	0998	0989	0983							
200	1022	1008	0999	0993							
210	1033	1018	1009	1003							
220		1029	1019	1013							
230		1039	1031	1024							
240		1050	1041	1034	1029	1024	1020	1017	1014	1011	1009
250		1062	1052	1045	1040	1035	1031	1027	1025	1022	1019

WEIGHT OF WATER PER CUBIC FOOT AND HEAT-UNITS IN WATER BETWEEN 32° AND 212° F.

Temp., Deg. F.	Weight in Pounds per Cubic Foot	Heat-units	Temp., Deg. F.	Weight in Pounds per Cubic Foot	Heat-units.	Temp., Deg. F.	Weight in Pounds per Cubic Foot.	Heat-units.
32	62.42	0.00	96	62.07	64.07	160	60.98	128.37
34	62.42	2.00	98	62.05	66.07	162	60.94	130.39
36	62.42	4.00	100	62.02	68.08	164	60.90	132.41
38	62.42	6.00	102	62.00	70.09	166	60.85	134.42
40	62.42	8.00	104	61.97	72.09	168	60.81	136.44
42	62.42	10.00	106	61.95	74.10	170	60.77	138.45
44	62.42	12.00	108	61.92	76.10	172	60.73	140.47
46	62.42	14.00	110	61.89	78.11	174	60.68	142.49
48	62.41	16.00	112	61.86	80.12	176	60.64	144.51
50	62.41	18.00	114	61.83	82.13	178	60.59	146.52
52	62.40	20.00	116	61.80	84.13	180	60.55	148.54
54	62.40	22.01	118	61.77	86.14	182	60.50	150.56
56	62.39	24.01	120	61.74	88.15	184	60.46	152.58
58	62.38	26.01	122	61.70	90.16	186	60.41	154.60
60	62.37	28.01	124	61.67	92.17	188	60.37	156.62
62	62.36	30.01	126	61.63	94.17	190	60.32	158.64
64	62.35	32.01	128	61.60	96.18	192	60.27	160.67
66	62.34	34.02	130	61.56	98.19	194	60.22	162.69
68	62.33	36.02	132	61.52	100.20	196	60.17	164.71
70	62.31	38.02	134	61.49	102.21	198	60.12	166.73
72	62.30	40.02	136	61.45	104.22	200	60.07	168.75
74	62.28	42.03	138	61.41	106.23	202	60.02	170.78
76	62.27	44.03	140	61.37	108.25	204	59.97	172.80
78	62.25	46.03	142	61.34	110.26	206	59.92	174.83
80	62.23	48.04	144	61.30	112.27	208	59.87	176.85
82	62.21	50.04	146	61.26	114.28	210	59.82	178.87
84	62.19	52.04	148	61.22	116.29	212	59.76	180.90
86	62.17	54.05	150	61.18	118.31			
88	62.15	56.05	152	61.14	120.32			
90	62.13	58.06	154	61.10	122.33			
92	62.11	60.06	156	61.06	124.35			
94	62.09	62.06	158	61.02	126.36			

Pure water at 62 deg. F weighs 62.355 lbs per cu. ft., or $8\frac{1}{3}$ lbs. per U. S gallon; 7.48 gallons = 1 cu ft. It takes 30 lbs. or 3.6 gallons of boiler feed-water for each horse-power per hour

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Note.—This table is correct for steam of 15 to 22 lbs. pressure; for exhaust-steam reduce in proportion to temperature, except for corrugated and ribbed surfaces, which lose very rapidly for low steam temperatures For hot water, 50 per cent of the tabular numbers is approximately correct.

PERCENTAGE OF SAVING FOR EACH DEGREE OF INCREASE IN TEMPERATURE OF FEED-WATER HEATED

Initial Temperature of Feed	Pressure of Steam in Boiler, Lbs per Sq In above Atmosphere										
	0	20	40	60	80	100	120	140	160	180	200
32°	0872	0861									
40	0878	0867									
50	0886	0875									
60	0894	0883									
70	0902	0890									
80	0910	0898									
90	0919	0907									
100	0927	0915									
110	0936	0923									
120	0945	0932									
130	0954	0941									
140	0963	0950									
150	0973	0959									
160	0982	0968									
170	0992	0978									
180	1002	0988									
190	1012	0998									
200	1022	1008									
210	1033	1018									
220		1029									
230		1039									
240		1050									
250		1062	1052	1045	1040	1035	1031	1027	1025	1022	.1019

MAXIMUM HEIGHT WATER CAN BE LIFTED BY SUCTION AT VARIOUS DISTANCES ABOVE SEA-LEVEL

Height Above Sea-level, in Feet	Average Barometric Pressure		Height of Lift, Feet.
	Inches	Lbs per Sq. In.	
0	30.00	14.7	33.9
100	29.89	14.6	33.8
200	29.78	14.6	33.7
300	29.68	14.5	33.6
400	29.57	14.5	33.5
500	29.46	14.4	33.3
600	29.35	14.4	33.2
700	29.25	14.3	33.1
800	29.14	14.3	32.0
900	29.01	14.2	32.9
1000	28.94	14.2	32.7
1250	28.67	14.1	32.4
1500	28.42	13.9	32.1
2000	27.91	13.7	31.6
2500	27.40	13.4	31.0
3000	26.92	13.2	30.4
3500	26.43	13.0	29.9
4000	25.96	12.7	29.4
4500	25.49	12.5	28.9
5000	25.02	12.3	28.3
6000	24.12	11.8	27.3
7000	23.28	11.4	26.3
8000	22.44	11.0	25.4
9000	21.64	10.6	24.5
10000	20.85	10.2	23.6

Note.—The heights given above are for a perfect vacuum. In practice, pumps will ordinarily lift water about eight-tenths the height given.

CHIMNEYS.

The "proportions of chimneys" vary very much according to the requirements. Every chimney should be large enough in cross-section to carry off the gases and high enough to produce sufficient draught to cause a rapid combustion. The object of a chimney being to carry off the waste gases, it naturally determines the amount of fuel that can be burnt per hour, and it is advisable to have invariably a good draught, as it can always be regulated by a damper.

Draught pressure is caused by the difference in weight between a column of hot gases in the chimney and a column of air of equal height and area outside the chimney.

Formula for finding the force of draught in inches of water fo any given chimney:

$$F = H\left(\frac{7.64}{T_2} - \frac{7.95}{T_1}\right),$$

where F = force of draught in inches of water,
H = height of chimney in feet,
T_1 = absolute temperature of chimney gases $(t+460)$;
T_2 = " " " the external air (t_1+460);
t = temperature of chimney gases,
t_1 = " " external air

Formula for finding the height of a chimney in feet for a given force of draught:

$$H = \frac{F}{\left(\frac{7.64}{T_2} - \frac{7.95}{T_1}\right)}.$$

To find the maximum force of draught for any given chimney, the external air being 60 deg. F. and the heated column being 600 deg. F., multiply the height above the grate in feet by 0.0073, and the product is the force of draught expressed in inches of water.

William Kent, in his "Mechanical Engineer's Pocket-book" (pages 734 and 736, 4th Revised Ed.), gives the following:

"The sizes corresponding to the given commercial horse-powers are believed to be ample for all cases in which the draught areas through the boiler-flues and connections are sufficient, say not less than twenty per cent. greater than the area of the chimney, and in which the draught between the boilers and chimney is not checked by long horizontal passages and right-angled bends."

Note that the figures in table p. 336 correspond to a coal consumption of 5 lbs. coal per horse-power hour. This liberal allowance is made to cover the contingencies of poor coal being used, and of boilers being driven beyond their rated capacity. In large plants with economical boilers and engines, good fuel, and other favorable conditions, which will reduce the maximum rate of coal consumption at any one time to less than 5 lbs. per h.p. per hour, the figures in the table may be multiplied by the ratio of five to the maximum expected coal consumption per horse-power per hour. Thus, with conditions which make the maximum coal consumption 2.5 lbs. per hour, the chimney 300 ft. high × 12 ft. diameter should be sufficient for 6155 × 2 = 12,310 h.p. The formula is based on the following data.

Chimney Draught.—According to the data of the Green Fuel Economizer Co.:

1. The draught power of the chimney varies as the square root of the height.

2. The retarding of the ascending gases by friction may be

or the diminution of area equal to the perimeter × 2 ins. (neglecting the overlapping of the corners of the lining). Let D = diameter in feet, A = area, and E = effective area in square feet.

$$\text{For square chimneys, } E = D^2 - \frac{8D}{12} = A - \frac{2}{3}\sqrt{A}.$$

$$\text{For round chimneys, } E = \frac{\pi}{4}\left(D^2 - \frac{8D}{12}\right) = A - 0.591\sqrt{A}.$$

For simplifying calculations, the coefficient of $\sqrt{A}$ may be taken as 0.6 for both square and round chimneys, and the formula becomes

$$E = A - 0.6\sqrt{A}.$$

3. The power varies directly as this effective area E.

4. A chimney should be proportioned so as to be capable of giving sufficient draught to cause the boiler to develop much more than its rated power, in case of emergencies, or to cause the combustion of 5 lbs. of fuel per rated horse-power of boiler per hour.

5. The power of the chimney varying directly as the effective area E, and as the square root of the height H, the formula for horse-power of boiler for a given size of chimney will take the form h.p. $= CE\sqrt{H}$, in which C is a constant, the average value of which, obtained by plotting the results obtained from numerous examples in practice, the author finds to be 3.33.

The formula for horse-power then is

$$\text{h.p.} = 3.33\,E\sqrt{H}, \quad \text{or} \quad \text{h.p.} = 3.33(A - .6\sqrt{A})\sqrt{H}.$$

If the horse-power of boiler is given, to find the size of chimney, the height being assumed,

$$E = \frac{0.3\ \text{h.p.}}{\sqrt{H}} = A - 0.6\sqrt{A}.$$

For round chimneys, diameter of chimney = diameter of E + 4 ins.

For square chimneys, side of chimney = $\sqrt{E}$ + 4 ins.

If effective area E is taken in square feet, the diameter in inches

is $d = 13.54\sqrt{E} + 4$ ins., and the side of a square chimney in inches is $s = 12\sqrt{E} + 4$ ins.

If horse-power is given and area assumed, the height

$$H = \left(\frac{0.3\,\text{h p}}{E}\right)^2$$

In proportioning chimneys the height is generally first assumed, with due consideration to the heights of surrounding buildings or hills near to the proposed chimney, the length of horizontal flues, the character of coal to be used, etc., and then the diameter required for the assumed height and horse-power is calculated by the formula or taken from the table.

From these formulæ the table on page 336 has been calculated, assuming that for each horse-power 5 lbs. of coal are burned per hour.

WEIGHT OF COAL AND STORAGE.

21 bushels coke = 1 cubic yard (English).
72 " " = 1 ton.

Cannel coal, 45 cubic feet per ton.
Coal store should equal six weeks' supply.

SPACE OCCUPIED PER TON OF DIFFERENT COALS.

		Weight per Cubic Foot.
Average anthracite	= 39 cubic feet	58.25 lbs.
" bituminous	= 43 " "	53 "
Navy allowance for storage	= 48 " "	

COKE.

23 to 32 lbs. per cu. ft.
Ton occupies from 80 to 97 cu. ft.
Coal in coking swells in bulk from 25 to 50 per cent.

Coke and coal will evaporate about equal amounts of water and about twice the amount of an equal weight of wood.

COAL—ANTHRACITE.

Actual weight about 93.5 lbs. per cu. ft.
Broken (average) 52 to 60 lbs. per cu. ft.
Ton occupies from 40 to 43 cu. ft.

COAL—BITUMINOUS.

Actual weight about 84 lbs. per cu. ft.
Broken (average) 47 to 56 lbs. per cu. ft.
About 70 to 78 lbs. per bu.
Ton occupies 43 to 48 cu. ft.

Coal when broken increases in bulk up to 75 per cent.

FLUE AREA REQUIRED FOR THE PASSAGE OF A GIVEN VOLUME OF AIR AT A GIVEN VELOCITY—(*Continued*).

Volume in Cubic Feet per Minute	Velocity in Feet per Minute.								
	1300	1400	1500	1600	1700	1800	1900	2000	2100
100	11	10	9.6	9	8.5	8	7.6	7.2	6.9
125	14	13	12	11.3	10.6	10	9.5	9	8.6
150	16	15	14.4	13.5	12.7	12	11.4	10.8	10.3
175	19	18	16.8	15.8	14.8	14	13.3	12.6	12
200	22	21	19.2	18	16.9	16	15.2	14.4	13.7
225	25	23	21.6	20.3	19.1	18	17.1	16.2	15.6
250	28	26	24	22.5	21.2	20	19	18	17.1
275	30	28	26.4	24.8	23.3	22	21.8	19.8	18.9
300	33	31	28.8	27	25.4	24	22.7	21.6	20.6
325	36	33	31.2	29.3	27.5	26	24.6	23.4	22.3
350	39	36	33.6	31.5	29.6	28	20.5	25.2	24
375	42	39	36	33.8	31.8	30	28.4	27	25.7
400	44	41	38.4	36	33.9	32	30.3	28.8	27.4
425	47	44	40.8	38.3	30	34	32.2	30.6	20.1
450	50	46	43.2	40.5	38.1	36	34.1	32.4	30.9
475	53	49	45.6	42.8	40.2	38	30	34.2	33.6
500	55	51	48	45	42.4	40	37.9	30	34.3
525	58	54	50.4	47.3	44.5	42	30.8	37.8	36
550	01	57	52.8	49.5	40.6	44	41.7	38.6	37.7
575	64	59	55.2	51.8	48.7	46	43.6	41.4	39.4
600	66	02	37.6	54	50.8	48	45.5	43.2	41.1
625	69	64	60	56.3	52.9	50	47.4	45	42.9
650	72	07	62.4	58.5	55.1	52	49.3	46.8	44.6
675	75	69	64.8	60.8	57.2	34	51.2	48.6	46.3
700	78	72	67.2	63	59.3	56	53.1	50.4	48
725	80	75	69.6	65.3	61.4	58	55	52.2	49.7
750	83	77	72	67.5	63.5	60	56.9	54	51.4
775	86	80	74.4	69.8	65.6	62	58.8	56.3	53.1
800	89	82	76.8	72	67.8	64	60.6	57.6	54.9
825	91	85	79.2	74.3	69.9	66	62.5	59.4	56.6
850	94	87	81.6	76.5	72	68	64.4	61.2	58.4
875	97	90	84	78.8	74	70	67.3	63	60
900	100	93	86.4	81	76.2	72	68.2	64.8	61.7
925	103	95	88.8	83.3	78.4	74	70.1	66.6	63.4
950	105	98	91.2	85.5	50.5	76	72	68.4	65.1
975	108	100	93.6	87.8	82.6	78	73.9	70.2	66.8
1000	111	103	96	90	84.7	60	75.8	72	68.7

FLUE AREA REQUIRED FOR THE PASSAGE OF A GIVEN VOLUME OF AIR AT A GIVEN VELOCITY—*(Continued)*

Volume in Cubic Feet per Minute	Velocity in Feet per Minute								
	2200	2300	2400	2600	2700	2800	2900	3000	3100
100	6.6	6.3	6	5.5	5.3	5.1	5	4.8	4.6
125	8.2	7.8	7.5	6.9	6.7	6.4	6.2	6	5.8
150	9.8	9.4	9	8	8	7.7	7.5	7.2	7
175	11.5	11	10.5	9.7	9.3	9	8.7	8.4	8.1
200	13.1	12.5	12	11.1	10.7	16.3	9.9	9.6	9.3
225	14.7	14.1	13.5	12.5	12	11.6	11.2	10.8	10.4
250	16.4	15.7	15	13.9	13.3	12.9	12.4	12	11.6
275	18	17.2	16.5	15.2	14.7	14.1	13.7	13.2	12.8
300	19.6	18.8	18	16.6	16	15.4	14.9	14.4	13.9
325	21.3	20.6	19.5	18	17.3	16.7	16.1	15.6	15.1
350	22.9	21.9	21	19.4	18.7	18	17.4	16.8	16.3
375	24.5	23.5	22.5	20.8	26	19.3	18.6	18	17.4
400	20.2	25	24	22.2	21.3	20.6	19.8	19.2	18.6
425	27.8	26.6	25.5	23.5	22.7	21.9	21.1	20.4	19.7
450	29.5	28.2	27	24.9	24	23.1	22.3	21.6	20.9
475	31.1	29.7	28.5	26.3	25.3	24.4	23.6	22.8	22.1
500	32.7	31.3	30	27.7	20.7	25.7	24.8	24	23.2
525	34.4	32.9	31.5	29.1	28	26.9	25	25.2	24.4
550	36	34.4	33	30.5	29.3	28.3	27.3	26.4	25.5
575	37.6	36	34.5	31.9	36.7	29.6	28.5	27.6	26.7
600	39.3	37.6	36	33.2	32	30.8	29.8	28.8	27.8
625	40.9	39.1	37.5	34.6	33.3	32.1	31	30	29
650	42.5	40.7	39	36	34.7	33.4	32.2	31.2	30.2
675	44.1	42.3	46.5	37.5	36	34.7	33.5	32.4	31.3
700	45.8	43.8	42	38.8	37.3	36	34.7	33.6	32.5
725	47.4	45.4	43.5	46.2	38.7	37.3	36	34.8	33.6
750	49.1	47	45	41.5	40	38.6	37.2	36	34.8
775	50.7	48.5	46.5	42.9	41.3	39.9	38.5	37.2	36
800	52.4	50.1	48	44.3	42.7	41.2	39.7	38.4	37.1
825	54	51.7	49.5	45.7	44	42.4	40.9	39.6	38.3
850	55.6	53.2	51	47.1	45.3	43.7	42.2	40.8	39.4
875	57.3	54.8	52.5	48.5	46.7	45	43.4	42	40.6
900	58.9	56.3	54	49.9	48	46.3	44.6	43.2	41.8
925	60.5	57.9	55.5	51.3	49.3	47.6	46	44.4	42.9
950	62.2	59.5	57	52.6	50.7	48.8	47.1	45.6	44.1
975	63.8	61.0	58.5	54	52	50.2	48.4	46.8	45.3
1000	66	62.6	60	55.4	53.3	51.4	49.6	48	46.4

PERCENTAGE OF THE TOTAL HEAT VALUE OF THE COAL REPRESENTED BY THE VARYING AMOUNTS OF CO_2 IN FLUE-GAS.*

CO_2, Per Cent	Heat Value of Coal, Per Cent
2	5.3
3	8.0
4	10.8
5	13.7
6	16.6
7	19.6
8	23.0
9	26.5
10	30.0

* From H. H. Campbell's work on the Manufacture of Iron and Steel, page 243.

CHAPTER XXI.

MATHEMATICAL TABLES.

DIMENSIONS OF CIRCLES, POWERS, AND ROOTS

Number or Diameter	Circumference	Circular Area	Square	Cube	Square Root	Cube Root.
1	3 1416	0 7854	1	1	1 000	1 000
2	6 2832	3 1416	4	8	1 414	1 259
3	9 4248	7 0656	9	27	1 732	1 442
4	12 57	12 57	16	64	2 000	1 587
5	15 71	19 63	25	125	2,236	1 709
6	18 85	28 27	36	216	2 449	1 817
7	21 99	38 48	49	343	2 645	1 912
8	25 13	50 27	64	512	2 828	2 000
9	28 27	63 62	81	729	3 000	2 080
10	31 42	78 54	100	1000	3 162	2 154
11	34 56	95 03	121	1331	3 316	2 223
12	37 70	113 10	144	1728	3 464	2 289
13	40 84	132 73	169	2197	3 605	2 351
14	43 98	153 94	196	2744	3 741	2 410
15	47 12	176 71	225	3375	3 872	2 466
16	50 26	201 06	256	4096	4 000	2 519
17	53 41	226 98	289	4913	4 123	2 571
18	56 55	254 47	324	5832	4 242	2 620
19	59 69	283 53	361	6859	4 358	2 668
20	62 83	314 16	400	8000	4 472	2 714
21	65 97	346 36	441	9261	4 582	2 758
22	69 11	380 13	484	10648	4 690	2 802
23	72 26	415 48	529	12167	4 795	2 843
24	75 40	452 39	576	13824	4 898	2 884
25	78 54	490 87	625	15625	5 000	2 924
26	81 68	530 93	676	17576	5 099	2 962
27	84 82	572 56	729	19683	5 196	3 000
28	87 96	615 75	784	21952	5 291	3 036
29	91 11	660 52	841	24389	5 385	3 072
30	94 25	706 86	900	27000	5 477	3 107
31	97 39	754 77	961	29791	5 567	3 141
32	100 53	804 25	1024	32768	5 656	3 174
33	103 67	855 30	1089	35937	5 744	3 207

DIMENSIONS OF CIRCLES, POWERS, AND ROOTS—*(Continued).*

Number or Diameter	Circumference	Circular Area.	Square	Cube	Square Root	Cube Root
34	106 81	907 92	1156	39304	5 830	3 239
35	109 96	962 11	1225	42875	5 916	3 271
36	113 10	1017 88	1296	46656	6 000	3 301
37	116 24	1075.21	1369	50653	6 082	3 332
38	119 38	1134 11	1444	54872	6 164	3.361
39	122 52	1194 59	1521	59319	6 244	3 391
40	125 66	1256 64	1600	64000	6 326	3 419
42	131 95	1385 44	1764	74088	6 480	3.476
44	138 23	1520 53	1936	85184	6 633	3 530
46	144 51	1661 90	2116	97336	6 782	3 583
48	150 80	1809 56	2304	110592	6 928	3 634
50	157 08	1963 50	2500	125000	7 071	3.684
52	163 36	2123 72	2704	140608	7 211	3.732
54	169 65	2290 22	2916	157464	7.348	3 779
56	175 93	2463 01	3136	175616	7.483	3 825
58	182 21	2642 08	3364	195112	7.615	3 870
60	188 50	2827 43	3600	216000	7.745	3 914
62	194 78	3019 07	3844	238328	7.874	3 957
64	201 06	3216 99	4096	262144	8 000	4 000
66	207 34	3421 19	4356	287496	8 124	4 041
68	213 63	3631 68	4624	314432	8 246	4 081
70	219 91	3848 45	4900	343000	8.366	4.121
72	226 19	4071 50	5184	373248	8.485	4.160
74	232 48	4300 84	5476	405224	8 602	4 198
76	238 76	4536 46	5776	438976	8.717	4 235
78	245 64	4778 36	6084	474552	8 831	4 272
80	251 33	5026 55	6400	512000	8.944	4 308
82	257 61	5281 62	6724	551368	9 055	4 344
84	263 89	5541 77	7056	592704	0 165	4.379
86	270 18	5808 80	7396	636056	0 273	4.414
88	276 46	6082 12	7744	681472	9 380	4.447
90	282 74	6361 73	8100	729000	9.486	4 481
92	289 03	6647 61	8464	778688	9 591	4 514
94	295 31	6939 78	8836	830584	9 695	4 546
96	301 59	7238 23	9216	884736	9 797	4 578
98	307 88	7542 96	9604	941192	9 899	4 610
100	314 16	7853 98	10000	1000000	10 000	4 641
102	320 41	8171 28	10404	1061208	10 099	4 672
104	326 73	8494 87	10816	1124864	10.198	4 702
106	333 01	8824 73	11236	1191016	10 295	4 732
108	339 29	9160 88	11664	1259712	10.392	4.762
110	345 57	9503 32	12100	1331000	10 488	4.791
112	*351 86*	*9852 03*	*12544*	*1404928*	*10.583*	*4.820*
114	358 14	10207 03	12996	1481544	10 677	4 848
116	364 42	10568.32	13456	1560896	10 770	4 876
118	370 71	10935 88	13924	1643032	10 862	4.904
120	376 99	11309 73	14400	1728000	10 954	4.932
122	383 27	11689 87	14884	1815848	11 045	4.959

TABLE OF DIAMETERS, CIRCUMFERENCES, AND AREAS OF CIRCLES, AND SIDES OF EQUAL SQUARES

Diam	Circumference.	Area	Sides of Equal Square	Diam	Circumference	Area.	Sides of Equal Square
				11	34 557	95 033	9 7482
¼	0 7854	0 0190	0 2215	11¼	35 343	99 402	9.9698
½	1 5708	.1963	.4431	11½	36 128	103.869	10.191
¾	2 3562	.4417	6646	11¾	36 913	108 434	10.413
1	3 1416	.7854	8862	12	37 699	113.097	10 634
1¼	3.9270	1 2271	1 1077	12¼	38 484	117 859	10.856
1½	4.7124	1.7671	1 3293	12½	39 270	122 718	11.077
1¾	5 4978	2 4052	1 5508	12¾	40 055	127 676	11.299
2	6.2832	3 1416	1 7724	13	40 840	132 732	11 520
2¼	7.0686	3 9760	1 9939	13¼	41 626	137 886	11.742
2½	7 8540	4 9087	2 2155	13½	42 411	143.139	11 963
2¾	8 6394	5 9395	2 4370	13¾	43 197	148.489	12 185
3	9 4248	7 0686	2 6586	14	43 982	153 938	12 406
3¼	10 210	8 2957	2 8801	14¼	44 767	159 485	12.628
3½	10 995	9 6211	3 1017	14½	45 553	165 130	12 850
3¾	11 781	11 044	3 3232	14¾	18 338	170 873	13 071
4	12 566	12 566	3 5448	15	47 124	176 715	13 293
4¼	13 351	14 186	3 7663	15¼	47 909	182 654	13 514
4½	14 137	15 904	3 9880	15½	48 694	188 692	13 736
4¾	14 922	17 720	4 2095	15¾	49 480	194 828	13 057
5	15 708	19 635	4 4310	16	50 265	201 062	14 174
5¼	18 493	21 647	4 6525	16¼	51 051	207 394	14 400
5½	17 278	23 758	4 8741	16½	51 836	213 825	14 622
5¾	18 064	25 967	5 0958	16¾	52 621	220 353	14 843
6	18 849	28 274	5 3172	17	53 407	226 980	15 065
6¼	19 635	30 697	5 5388	17¼	54 192	233 705	15 286
6½	20 420	33 183	5 7603	17½	54 978	240 528	15 508
6¾	21 205	35 784	5 9819	17¾	55 763	247.450	15 730
7	21 991	38 481	6 2034	18	56 548	254 469	15.951
7¼	22 776	41 282	6 4350	18¼	57 334	261 587	16.173
7½	23 562	44 178	6 6465	18½	58 119	268 803	16 394
7¾	24 347	47 173	6 8681	18¾	58 905	276.117	16 616
8	25.132	50 265	7 0897	19	59 690	283.529	16 837
8¼	25 918	53 456	7 3112	19¼	60 475	291 039	17.060
8½	26 703	56 745	7 5328	19½	61 261	298 648	17 280
8¾	27 489	60 132	7 7544	19¾	62 046	305.355	17 502
9	28 274	63 617	7 9760	20	62 832	314.160	17.724
9¼	29 059	67 200	8 1974	20¼	63 617	322.063	17.945
9½	29 845	70 882	8 4190	20½	64 402	330.064	18.167
9¾	30 630	74 662	8 6405	20¾	65.188	338.163	18 388
10	31 416	78 540	8 8620	21	65 973	346.361	18.610
10¼	32 201	82 516	9 0836	21¼	66 759	354.657	18 831
10½	32 986	86 590	9 3051	21½	67 544	363.051	19 053
10¾	33 772	90 762	9 5267	21¾	68.329	371 543	19.274

TABLE OF DIAMETERS, CIRCUMFERENCES, AND AREAS OF CIRCLES, AND SIDES OF EQUAL SQUARES—(*Continued*)

Diam.	Circumference	Area.	Sides of Equal Square.	Diam.	Circumference.	Area	Sides of Equal Square
22	69 115	380 133	19 496	33	103 672	855.300	29 244
22¼	69 900	388 822	19 718	33¼	104.458	868.305	29.466
22½	70 686	397.608	19 939	33½	105.243	881.415	29.687
22¾	71 471	406.493	20 161	33¾	106.029	894.619	29.909
23	72 256	415 476	20 382	34	106 814	907.922	30 131
23¼	73 042	424 557	20 604	34¼	107 599	921.323	30 352
23½	73 827	433 731	20 825	34½	108.385	934.822	30.574
23¾	74 613	443.014	21.047	34¾	109.170	948.419	30.795
24	75 398	452 390	21 268	35	109.956	962.115	31.017
24¼	76 183	461 864	21 490	35¼	110.741	975.908	31.238
24½	76 969	471 436	21.712	35½	111.526	989.800	31.460
24¾	77 754	481 106	21 933	35¾	112.312	1003.79	31.681
25	78 540	490 875	22 155	36	113.097	1017.87	31.903
25¼	79 325	500 741	22 376	36¼	113.883	1032.06	32.124
25½	80.110	510 706	22 598	36½	114.668	1046.39	32.349
25¾	80 896	520 769	22 819	36¾	115 453	1060.73	32 567
26	81 681	530 930	23 041	37	116 239	1075.21	32.789
26¼	82 467	541 189	23 262	37¼	117 024	1089.79	33.011
26½	83 252	551 547	23 484	37½	117 810	1104 46	33 232
26¾	84.037	562 002	23 708	37¾	118 595	1119.24	33 454
27	84 823	672 556	23 927	38	119.380	1134.11	33 675
27¼	85 608	583 208	24 149	38¼	120 166	1149 08	33.897
27½	86 394	593 958	24 370	38½	120 951	1164.15	34.118
27¾	87.179	604 807	24 592	38¾	121 737	1179 32	34.340
28	87 964	615 763	24 813	39	122 522	1194.59	34 561
28¼	88 750	626 798	25 035	39¼	123 307	1209.95	34.783
28½	89 535	637 941	25 256	39½	124.093	1225.42	35 005
28¾	90 321	649 182	25 478	39¾	124 878	1240.98	35 226
29	91 106	660 521	25 699	40	125 664	1256.64	35 448
29¼	91 891	671 958	25 921	40¼	126 449	1272.39	35 669
29½	92 677	683 494	26 143	40½	127 234	1288.25	35 891
29¾	93 462	695 128	26.364	40¾	128 020	1304 20	36 112
30	94 248	706 860	26 586	41	128 805	1320.25	36 334
30¼	95.033	718 690	26 807	41¼	129.591	1336.40	36 555
30½	95.818	730 618	27 029	41½	130 376	1352.65	36 777
30¾	96 604	742 644	27 250	41¾	131 161	1369.00	36.999
31	97 389	754 769	27 472	42	131 947	1385.44	37.220
31¼	98 175	766.992	27.693	42¼	132 732	1401.98	37.442
31½	98.968	779 313	27 915	42½	133 518	1418.62	37.663
31¾	99.745	791.732	28.136	42¾	134 303	1435.36	37.885
32	100.531	804.249	28.358	43	135.088	1452.20	38.106
32¼	101.316	816.865	28.580	43¼	135 874	1469.13	38 328
32½	102.102	829 578	28.801	43½	136.659	1486.17	38.549
32¾	102.887	842.390	29.023	43¾	137 445	1503.30	38.771

TABLE OF DIAMETERS, CIRCUMFERENCES, AND AREAS OF CIRCLES, AND SIDES OF EQUAL SQUARES—(*Continued*)

Diam.	Circumference	Area	Sides of Equal Square	Diam	Circumference	Area	Sides of Equal Square.
44	138 230	1520 53	38 993	55	172 788	2375 83	48 741
44¼	139 015	1537 86	39 214	55¼	173 573	2397 48	48 962
44½	139 801	1555 28	39 436	55½	174 358	2419 22	49 184
44¾	140.556	1572 81	39 657	55¾	175 144	2441 07	49 405
45	141 372	1590 43	39 879	56	175 929	2463 01	49 627
45¼	142.157	1608 15	40 110	56¼	176 715	2485 05	49 848
45½	142 942	1625 97	40 322	56½	177 500	2507 19	50 070
45¾	143 728	1643 89	40 543	56¾	178 285	2529 42	50 291
46	144 513	1661 90	40 765	57	179 071	2551 76	50 513
46¼	145 299	1650 01	40 956	57¼	179 856	2574 19	50 735
40½	146 084	1698 23	41 208	57½	180 042	2596 72	50 950
46¾	140 869	1716 54	41 429	57¾	181 427	2619 35	51 178
47	147 653	1734 94	41 651	58	182 212	2642 08	51 399
47¼	148.440	1753 45	41 873	58¼	18[illegible] 998	2664 91	51 021
47½	149.226	1772 05	42 094	58½	1[illegible] 783	2687 83	51 842
47¾	150.011	1790 76	42 316	58¾	184 569	2710 85	52.004
48	150 796	1809 56	42 537	59	185 354	2733 97	52.285
48¼	151 582	1828 40	42 759	59¼	186 139	2757 19	52 507
48½	152 367	1847 45	42 980	59½	186 925	2780 51	52 725
48¾	153 153	1866 55	43 202	59¾	187 710	2803 92	52.950
49	153 938	1885 74	43 423	60	188 496	2827 44	53 172
49¼	154.723	1905 03	43 645	60¼	189 281	2851 45	53 393
49½	155.509	1924 42	43 867	60½	190 066	2874 76	53.615
49¾	156 294	1943 91	44 088	60¾	190 852	2898 50	53 836
50	157 080	1963 50	44 310	61	191 637	2922 47	54 048
50¼	157 865	1983 18	44 531	61¼	192 423	2946 47	54 279
50½	158.650	2002 96	44 753	61½	193 208	2970 57	54 501
50¾	159 436	2022 84	44 974	61¾	193 993	2994 77	54 723
51	160 221	2042 82	45 196	63	194.779	3019 07	54 944
51¼	161 207	2062 90	45 417	62¼	195 564	3043 47	55 166
51½	161.792	2083 07	45 639	62½	196 350	3067 96	55 387
51¾	162.577	2103.34	45 861	62¾	197.135	3092 56	55 609
52	163.363	2123 72	46 082	63	197.920	3117 25	55 830
52¼	164.148	2144 19	46 301	63¼	198 706	3142 04	56 052
52½	164 934	2164 75	46 525	63½	199 491	3166 92	56 273
52¾	165 719	2185 42	46 747	63¾	200 277	3191 91	56 495
53	166 504	2206 18	46 968	64	201 062	3216.99	56 716
53¼	167 290	2227.05	47 190	61¼	201 847	3242 17	56.931
53½	168 075	2248 01	47 411	64½	202 633	3267.46	57.159
53¾	168 861	2269 06	47 633	64¾	203 218	3292 83	57.381
54	169.646	2290 22	47 853	65	204.201	3318 31	57 603
54¼	170.431	2311.48	48 076	65¼	204 989	3343.88	57 824
54½	171 217	2332 83	18 298	65½	205 774	3369 56	58.046
54¾	172 002	2354 28	48.519	65¾	206 560	3395 33	58 267

TABLE OF DIAMETERS, CIRCUMFERENCES, AND AREAS OF CIRCLES, AND SIDES OF EQUAL SQUARES—(Continued)

Diam.	Circumference	Area.	Sides of Equal Square.	Diam	Circumference	Area	Sides of Equal Square
66	207 345	3421 20	58 489	77	241.903	4656.63	68.237
66¼	208.131	3447.16	58 710	77¼	242.688	4686.92	68.459
66½	208 916	3473 23	58 932	77½	243.474	4717.30	68 680
66¾	209 701	3499 39	59 154	77¾	244.259	4747.79	68.902
67	210.487	3525 66	59 375	78	245 044	4778.37	69 123
67¼	211.272	3552 01	59 597	78¼	245.830	4809 05	69 345
67½	212.058	3578.47	59 818	78½	246.615	4839 83	69.566
67¾	212 843	3605 03	60 040	78¾	247.401	4870.70	69 788
68	213.628	3631 68	60 261	79	248.180	4901.68	70 009
68¼	214 414	3658 44	60 483	79¼	248.971	4832 75	70.231
68½	215 199	3685 29	60 704	79½	249 757	4963 92	70.453
68¾	215 985	3712 24	60 926	79¾	250.542	4995.10	70 674
69	216 770	3739 28	61 147	80	251 328	5026.56	70.869
69¼	217 555	3766 43	61 369	80¼	252 113	5058.01	71 119
69½	218 341	3793 67	61 591	80½	252 898	5089.58	71 339
69¾	219 126	3821 02	61 812	80¾	253 684	5121.24	71.502
70	219 912	3848 46	62 934	81	254 469	5153.00	71.782
70¼	220 697	3875 99	62 255	81¼	255 255	5184 86	72 005
70½	221 482	3903 63	62 477	81½	256 040	5216.82	72.225
70¾	222 268	3931 36	62 698	81¾	256.825	5248.87	72 449
71	223 053	3959 20	62 920	82	257 611	5281.02	72.668
71¼	223 839	3987 13	63 141	82¼	258 396	5313 27	72.892
71½	224.624	4015.16	63 363	82½	259 182	5345.62	73 111
71¾	225 409	4043 28	63 545	82¾	259 967	5370.07	73.335
72	226 195	4071 51	63 806	83	260 753	5410.62	73.554
72¼	226 980	4099 83	64 028	83¼	261 538	5443 26	73 778
72½	227 766	4128 25	64 249	83½	262 323	5476.00	73.997
72¾	228 551	4165 77	64 471	83¾	263 109	5508.84	74.221
73	229 336	4185.39	64 692	84	263 894	5541 78	74.440
73¼	230 122	4212.11	64.914	84¼	264 679	5574 81	74.664
73½	230 907	4242.92	65 135	84½	265 465	5607.95	74.884
73¾	231 693	4271.83	65 357	84¾	266 250	5641.18	75.107
74	232 478	4300 85	65 578	85	267 036	5674.51	75 327
74¼	233 263	4329.95	65 800	85¼	267 821	5707.94	75 550
74½	234 049	4359 16	66 022	85½	268 606	5741.47	75.770
74¾	234 834	4388 47	66 243	85¾	269 392	5775 09	75.994
75	235 620	4417.87	66 465	86	270 177	5808.81	76.213
75¼	236 405	4447 37	66 686	86¼	270 963	5842.63	76.437
75½	237 190	4476 97	66 908	86½	271 748	5876.55	76.656
75¾	237 976	4506 67	67 129	86¾	272 533	5910.57	76.880
76	238 761	4536 47	67 351	87	273 319	5944.69	77.099
76¼	239 547	4566 30	67.572	87¼	274 104	5978 90	77.323
76½	240 332	4596 35	67.794	87½	274 890	6013.21	77.542
76¾	241.117	4626 44	68.016	87¾	275 675	6047.62	77.766

TABLE OF DIAMETERS CIRCUMFERENCES, AND AREAS OF CIRCLES, AND SIDES OF EQUAL SQUARES—(*Continued*)

Diam.	Circum-ference	Area	Sides of Equal Square	Diam.	Circum-ference	Area.	Sides of Equal Square
88	276 460	6082 12	77 985	99	311 018	7697 70	87 736
88¼	277 246	6116 71	78 209	99¼	311 803	7736 62	87 958
88½	278 031	6151 41	78 428	99½	312 589	7775 65	88 179
88¾	278 817	6186 25	78 652	99¾	313 374	7814 79	88 401
89	279 602	6221 15	78 871	100	314 160	7854 00	88 622
89¼	280 387	6256 15	79 095	100¼	314 945	7893 31	88 844
89½	281 173	6291 25	79 315	100½	315 730	7932 73	89 065
89¾	281 958	6326 44	79 538	100¾	316 516	7972 21	89 287
90	282 744	6361 74	79 758	101	317 301	8011 86	89 508
90¼	283 529	6397 13	79 982	101¼	318 087	8051 57	89 730
90½	284 314	6432 62	80 201	101½	318 872	8091 38	89 952
90¾	285 100	6468 21	80 424	101¾	319 657	8131 29	90 173
91	285 885	6503 89	80 644	102	320 443	8171 30	90 395
91¼	286 671	6539 68	80 868	102¼	321 228	8211 40	90 616
91½	287 456	6573 56	81 087	102½	322 014	8251 60	90 838
91¾	288 241	6611 54	81 311	102¾	322 799	8291 89	91 059
92	289 027	6647 62	81 530	103	323 584	8332 30	91 281
92¼	289 812	6683 80	81 754	103¼	324 370	8372 80	91 502
92½	290 598	6720 07	81 973	103½	325 155	8413 40	91 724
92¾	291 383	6756 45	82 197	103¾	325 941	8454 09	91 946
93	292 168	6792 92	82 416	104	326 726	8494 88	92 167
93¼	292 954	6829 49	82 640	104¼	327 511	8535 77	92 389
93½	293 739	6866 16	82 859	104½	328 297	8576 76	92.610
93¾	294 535	6902 92	83 083	104¾	329 082	8617.85	92 832
94	295 310	6939 79	83 302	105	329 868	8659 03	93 053
94¼	296 095	6976 75	83 526	105¼	330 653	8700 31	93 275
94½	296 881	7013 81	83 746	105½	331 438	8741 69	93 496
94¾	297 660	7050 97	83 970	105¾	332 224	8783 17	93 718
95	298 452	7088 23	84 189	106	333 009	8824 75	93 940
95¼	299 237	7125 58	84 413	106¼	333 794	8866 42	94 161
95½	300 022	7163 04	84 632	106½	334 580	8908 20	94 383
95¾	300 808	7200 59	84 856	106¾	335 365	8950 07	94.604
96	301 593	7238 24	85 077	107	336 151	8992 04	94.826
96¼	302 379	7275 99	85 299	107¼	336 936	9034 11	95.047
96½	303 164	7313 81	85 520	107½	337 722	9076 27	95.269
96¾	303 949	7351 78	85 742	107¾	338 506	9118 54	95.491
97	304 735	7389 82	85 964	108	339 292	9160.90	95 712
97¼	305 520	7427 96	86 185	108¼	340 077	9203 36	95 934
97½	306 306	7466 20	86 407	108½	340 863	9245 92	96 155
97¾	307 091	7504 54	86 628	108¾	341 648	9288 58	96.377
98	307 876	7542 98	86 850	109	342 434	9331 33	96 598
98¼	308.662	7581 51	87 071	109¼	343 219	9374 18	96.820
98½	309.447	7620 14	87 293	109½	344 005	9417.14	97 041
98¾	310 233	7658 87	87 514	109¾	344 789	9460 19	97.263

TABLE OF DIAMETERS, CIRCUMFERENCES, AND AREAS OF CIRCLES, AND SIDES OF EQUAL SQUARES—(*Continued*)

Diam	Circumference.	Area.	Sides of Equal Square.	Diam.	Circumference	Area.	Sides of Equal Square.
110	345 575	9503 34	97 485	121	380.132	11499.04	107 334
110¼	346 360	9546 59	97 707	121¼	380 918	11546.61	107 455
110½	347 146	9589 93	97.928	121½	381.703	11594 27	107.677
110¾	347 931	9633 37	98 150	121¾	382.489	11642.0[illegible]	107.898
111	348 716	9770 91	98 371	122	383 274	11689 89	108.120
111¼	349 502	9720 55	98 593	122¼	384.059	11747.85	108.341
111½	350 287	9764 29	98 814	122½	384 845	11785 91	108.563
111¾	351 073	9808 1[illegible]	99 036	122¾	385 630	11834.0[illegible]	108.784
112	351 858	9852 06	99 258	123	386 410	11882 3[illegible]	109.000
112¼	352 643	9896 0[illegible]	99 479	123¼	387.201	11930 67	109.228
112½	353 429	9940 2[illegible]	99 701	123½	387.986	11079.1[illegible]	109.449
112¾	354 214	9984 45	99 922	123¾	388.772	12027 6[illegible]	109 671
113	355 000	10028 77	100 144	124	389 557	12076 31	109.892
113¼	355 785	10073 20	100 365	124¼	390 343	12125.0[illegible]	110 114
113½	356 570	10117 7[illegible]	100 587	124½	391 128	12173 9[illegible]	110.335
113¾	357 356	10162 34	100 808	124¾	391 913	12222.8[illegible]	110 557
114	358 141	10207 06	101 030	125	392 099	12271.8[illegible]	110.778
114¼	358 927	10251 8[illegible]	101 252	125¼	393 484	12321.01	111 000
114½	359 712	10290 79	101 473	125½	394 270	12370 25	111.222
114¾	360 497	10341 80	101 695	125¾	395 055	12419.5[illegible]	111.443
115	361 283	10386 92	101 916	126	395 840	12469 01	111.665
115¼	362 068	10432 12	102 138	126¼	390 626	12518.54	111 880
115½	362 854	10477 43	102 359	126½	397 411	12568 17	112.108
115¾	363 639	10522 8[illegible]	102 581	126¾	398 197	12617.8[illegible]	112.329
110	364 424	10568 3[illegible]	102 802	127	398 982	12667.7[illegible]	112.551
116¼	365 210	10613 94	103 024	127¼	399 767	12717.04	112 772
116½	365 995	10659 65	103 246	127½	400 553	12767.66	112 991
116¾	366 780	10705 44	103 467	127¾	401 338	12817.7[illegible]	113.216
117	367 566	10751 34	103 689	128	402 124	12868.0[illegible]	113.437
117¼	368 351	10797 34	103 910	128¼	402 909	12918.31	113 659
117½	369 137	10843 43	104 132	128½	403 691	12968 7[illegible]	113 880
117¾	369 922	10889 6[illegible]	104.353	128¾	401 480	13019.2[illegible]	114 102
118	370 708	10935 91	104 575	129	405 265	13069.84	114 323
118¼	371 493	10982 30	101 796	129¼	406 051	13120.55	114 545
118½	371 278	11028 7[illegible]	105.018	129½	406 836	13171 3[illegible]	114.767
118¾	371 064	11075 37	105.240	129¾	407 621	13222 26	114.988
119	373 849	11122 05	105 461	130	408 407	13273.26	115 210
119¼	374 635	11168 83	105 683	130¼	409 192	13324 36	115.431
119½	375 420	11215 71	105 901	130½	409 977	13375.56	115.653
119¾	376.205	11262 69	106.126	130¾	410 763	13426.85	115.874
120	376 991	11309 70	106 347	131	411 518	13478.2[illegible]	116 096
120¼	377.776	11356 93	106.569	131¼	412 334	13529.7[illegible]	116.317
120½	378.562	11404 2[illegible]	106 790	131½	413 119	13581.3[illegible]	116.539
120¾	379.347	11451 57	107 012	131¾	413 904	13633 0[illegible]	116.761

TABLE OF DIAMETERS, CIRCUMFERENCES, AND AREAS OF CIRCLES, AND SIDES OF EQUAL SQUARES—(*Continued*)

Diam.	Circumference.	Area	Sides of Equal Square	Diam	Circumference	Area	Sides of Equal Square.
132	414 690	13684 51	116 982	143	449 247	16060 64	120.731
132¼	415.475	13736 76	117 204	143¼	450 033	16116 85	126.052
132½	416 260	13788.68	117.425	143½	450 818	16173.15	127.171
132¾	417 046	13840 76	117 647	143¾	451 604	16229.55	127.305
133	417.831	13892 94	117 868	144	452 389	16286.05	127.617
133¼	418 617	13945 2	118 090	144¼	453 174	16334.66	127.838
133½	419 402	13997 6	118 311	144½	453 960	16399.35	128.060
133¾	420 188	14050 07	118 533	144¾	454 745	16456.14	128.281
134	420 973	14102 64	118 755	145	455 531	16513 01	128.503
134¼	421 758	14155 31	118 976	145¼	456 316	16570 03	128.725
134½	422 544	14208 08	119 198	145½	457 101	16627 11	128.946
134¾	423.329	14260 95	119 419	145¾	457 887	16684.30	129.168
135	424.115	14313 9	119 641	146	458 672	16741 59	129 380
135¼	424 900	14366 98	119 862	146¼	459 458	16798 97	129 011
135½	425 685	14420 14	120 084	146½	460 243	16856 45	129.842
135¾	420 470	14473 40	120 305	146¾	461 028	16914 03	130 051
130	427 256	14526 76	120 527	147	401 814	16971 71	130.270
136¼	428.042	14580 21	120 749	147¼	462 599	17029 48	130 407
136½	428 827	14633 77	120 970	147½	463 385	17087.36	130 710
133¾	429 612	14687 42	121 192	147¾	464 170	17145 33	130 010
137	430 398	14741 12	121 413	148	464 955	17203 40	131 102
137¼	431 183	14795 02	121 645	148¼	465 741	17261 57	131.383
137½	431.969	14848 97	121 856	148½	466 526	17319 84	131 005
137¾	432.554	14903 01	122 078	148¾	467 312	17378 20	131 826
138	433.539	14957 16	122 299	149	468 097	17436 67	132 048
138¼	434 325	15011 40	122 521	149¼	468 882	17495 22	132 270
138½	435 110	15065 74	122 743	149½	469 668	17553.89	132 491
138¾	435 896	15120 18	122 961	149¾	470 453	17612 64	132.713
139	436 681	15174 71	123 156	150	471 239	17671 50	132 934
139¼	437 466	15229 35	123 407	150¼	472 024	17730.45	133.156
139½	438 252	15284 09	123 629	150½	472 809	17789 51	133 377
139¾	439 037	15338 91	123 850	150¾	473 595	17848 66	133 599
140	439 823	15393 84	124 072	151	474 380	17907 91	133.820
140¼	440 608	15448 87	124 293	151¼	475 165	17967 2	134 042
140½	441 393	15503 99	124 515	151½	475 951	18026.70	134.264
140¾	442 179	15559 22	124 737	151¾	476 736	18086 24	134.485
141	442 964	15614 54	124 958	152	477 522	18145 88	134 707
141¼	443 750	15669 96	125 180	152¼	478 307	18205.62	134 928
141½	444.535	15725 48	125 401	152½	479 092	18265.46	135 150
141¾	445 320	15781.09	125 623	152¾	479 878	18325 39	135 371
142	446 106	15836 81	125 844	153	480 663	18385.43	135 593
142¼	446 891	15892 62	126 066	153¼	481.449	18445.56	135 814
142½	447 677	15948 53	126 287	153½	482 234	18505.79	136 036
112¾	448 462	16001 54	126 509	153¾	483 019	18566.12	136 258

TABLE OF DIAMETERS, CIRCUMFERENCES, AND AREAS OF CIRCLES, AND SIDES OF EQUAL SQUARES—(*Continued*).

Diam.	Circumference.	Area	Sides of Equal Square	Diam.	Circumference.	Area.	Sides of Equal Square.
154	483 805	18626 53	136 479	165	518.362	21382.52	146 228
154¼	484 590	18687 07	136 701	165¼	519.148	21447 36	146 449
154½	485 376	18747 69	136 922	65½	519 933	21512.30	116 671
154¾	486 161	18808 42	137 114	165¾	520.719	21577 34	146.892
155	486 946	18869.24	137 365	166	521 504	21642.48	147.114
155¼	487 932	18930 15	137 587	166¼	522.290	21707.72	147 335
155½	488 517	18991 17	137 808	166½	523 075	21773.06	147.557
155¾	489 303	19052 28	138 030	66¾	523 860	21838.49	147 779
156	490 088	19113 49	138 252	167	524 646	21904.02	148 000
156¼	490 873	19174 80	138 473	167¼	525 431	21969.65	148 222
156½	491 659	19236 21	138 695	167½	526 216	22035 08	148.443
156¾	492 444	19297 72	138.916	167¾	527 002	22101 21	148 665
157	493 230	19359 32	139 138	168	527 787	22167.13	148.886
157¼	494 015	19421 03	139 359	168¼	528 573	22233.15	149 108
157½	494 800	19482 83	139 581	168½	529.358	22209.27	149.329
157¾	495 586	10544 73	139 802	168¾	530 143	22365 49	149.551
158	496 371	19605 73	140 024	169	530.929	22431.81	149 773
158¼	497 157	19668 82	140 246	169¼	531 714	22408 22	149 094
158½	497 942	19731 02	140 467	169½	532 500	22564.74	150.216
158¾	498 727	19793 31	140 689	169¾	533 285	22631 35	150 437
159	499 513	19855 70	140 910	170	534 070	22698.06	150.659
159¼	500 298	19918 1[illegible]	141 132	170¼	534 856	22764.87	150 880
159½	501 084	19980 77	141 353	170½	535 641	22831 77	151 102
159¾	501 869	20043 40	141 575	170¾	536 426	22898.79	151 323
160	502 654	20106 24	141 796	171	537 212	22965.88	151 545
160¼	503 440	20169 12	142 018	171¼	537.097	23033 08	151 767
160½	504 225	20232 10	142 240	171½	538 783	23100 38	151 988
160¾	505 011	20295 18	142 461	171¾	539 568	23167.78	152 210
161	505 796	20358 35	142 683	172	540 353	23235 27	152 431
161¼	506 581	20421 62	142 904	172¼	541 139	23302.87	152 653
161½	507 367	20485 00	143 126	172½	541 924	23370.50	152 874
161¾	508 152	20548 47	143 347	172¾	542 710	23438 35	153.096
162	508 938	20612 0[illegible]	143 569	173	543 495	23506 24	153 317
162¼	509 723	20675 70	143 790	173¼	544 280	23574 22	153 539
162½	510 508	20739 47	144 012	173½	545 066	23642 31	153 761
162¾	511 294	20803 33	144 234	173¾	545 851	23710.49	153.982
163	512 079	20867 22	144 455	174	546 637	23778.77	154 204
163¼	512 865	20931 35	144 677	174¼	547 422	23847.15	154 425
163½	513 650	20995 51	144 898	174½	548 207	23915.63	154 647
163¾	514 435	21059 76	145 120	174¾	548 993	23984.20	154 868
164	515 221	21124 12	145 341	175	549 778	24052 88	155.090
164¼	516 006	21188 57	145 563	175¼	550 564	24121 65	155 311
164½	516 792	21253 12	145.784	175½	551 349	24190.52	155.533
164¾	517.577	21317.77	146 006	175¾	552 134	24259.48	155.755

TABLE OF DIAMETERS, CIRCUMFERENCES, AND AREAS OF CIRCLES, AND SIDES OF EQUAL SQUARES—(*Continued*)

Diam.	Circumference.	Area.	Sides of Equal Square	Diam	Circumference	Area	Sides of Equal Square
176	552 920	24328 55	155 976	188	596 619	27759 18	166 611
176¼	553 705	24397 71	156 198	188¼	591 404	27833 05	166 832
176½	554 491	24466 92	156 419	188½	592 190	27907 03	167 054
176¾	555 276	24536 34	156 641	188¾	592 975	27981 10	167 276
177	556 061	24605 80	156 862	189	593 761	28055 27	167 497
177¼	556 847	24675 37	157 084	189¼	594 546	28129 54	167 719
177½	557 632	24745 01	157 305	189½	595 331	28203 91	167 940
177¾	558 418	24814 76	157 527	189¾	596 117	28278 38	168 162
178	559 203	24884 61	157 749	190	596 902	28352 94	168 383
178¼	559 988	24954 56	157 970	190¼	597 687	28427 60	168 605
178½	560 774	25024 61	158 192	190½	598 473	28502 36	168 826
178¾	561 559	25094 76	158 413	190¾	599 258	28577 22	169 048
179	562 345	25165 00	158 635	191	600 044	28652 18	169 270
179¼	563 130	25235 34	158 856	191¼	600 829	28727 23	169 491
179½	563 915	25305 78	159 678	191½	601 614	28802 39	169 713
179¾	564 701	25376 32	159 299	191¾	602 400	28877 64	169 934
180	565 486	25446 96	159 521	192	603 185	28952 99	170 156
180¼	566 272	25517 70	159 743	192¼	603 971	29028 43	170 377
180½	567 057	25588 53	159 964	192½	604 756	29103 98	170 599
180¾	567 842	25659 46	160 186	192¾	605 541	29179 62	170 820
181	568 628	25730 49	166 407	193	606 327	29255 37	171 042
181¼	569 413	25801 62	160 629	193¼	607 112	29331 21	171 264
181½	570 199	25872 84	160 850	193½	607 898	29407 14	171 485
181¾	570 984	25944 17	161 672	193¾	608 683	29483 18	171 707
182	571 769	26015 59	161 293	194	609 468	29559 32	171 928
182¼	574 555	26087 11	161 515	194¼	610 254	29635 55	172 150
182½	574 340	26158 73	161 737	194½	611 039	29711 88	172 371
182¾	574 126	26230 45	161 958	194¾	611 825	29788 31	172 593
183	574 911	26302 26	162 180	195	612 610	29864 84	172 814
183¼	575 696	26374 17	162 401	195¼	613 395	29941 46	173 036
183½	576 482	26446·19	162 623	195½	614 181	30018 19	173 258
183¾	577.267	26519 29	162 844	195¾	614 966	30095 01	173 479
184	578 053	26590 56	163 066	196	615 752	30171 93	173 701
184¼	578 838	26662 81	163 287	196¼	616 537	30248 95	173 922
184½	579 623	26735 21	163 509	196½	617 322	30326 06	174 144
184¾	580 409	26807 71	163 732	196¾	618 108	30403 28	174 365
185	581 194	26880 32	163 952	197	618 893	30480 59	174.587
185¼	581 980	26953 01	164 174	197¼	619 679	30588 00	174 808
185½	582 765	27025 81	164 395	197½	620 464	30635 51	175 030
185¾	583 550	27098 71	164 617	197¾	621 249	30713 12	175 252
186	584.336	27171 76	164 838	198	622.035	30790 82	175 473
186¼	585 121	27244 79	165 060	198¼	622 820	30868 63	175 695
186½	585.907	27317 98	165 282	198½	623 606	30946 53	175 916
186¾	586 692	27391 27	165 503	198¾	624 391	31024 53	176.138
187	587 477	27464 65	165 725	199	625 176	31102 63	176 359
187¼	588 263	27538 14	165 946	199¼	625 962	31180 82	176.581
187½	589 048	27611 72	166 168	199½	626.747	31259 12	176 802
187¾	589 834	27685 10	166 389	199¾	627 533	31337 49	177 024
				200	628 318	31415 93	177.246

DECIMAL EQUIVALENT OF AN INCH

8ths	$\frac{9}{16}$ = 5625	$\frac{17}{32}$ = 53125	$\frac{9}{64}$ = 140625	$\frac{37}{64}$ = .578125
$\frac{1}{8}$ = 125	$\frac{11}{16}$ = 6875	$\frac{19}{32}$ = 59375	$\frac{11}{64}$ = 171875	$\frac{39}{64}$ = .609375
$\frac{1}{4}$ = 250	$\frac{13}{16}$ = 8125	$\frac{21}{32}$ = 65625	$\frac{13}{64}$ = .203125	$\frac{41}{64}$ = .640625
$\frac{3}{8}$ = 375	$\frac{15}{16}$ = 9375	$\frac{23}{32}$ = 71875	$\frac{15}{64}$ = 234375	$\frac{43}{64}$ = 671875
$\frac{1}{2}$ = 500		$\frac{25}{32}$ = 78125	$\frac{17}{64}$ = 265625	$\frac{45}{64}$ = .703125
$\frac{5}{8}$ = 625	32ds	$\frac{27}{32}$ = 84375	$\frac{19}{64}$ = .296875	$\frac{47}{64}$ = .734375
$\frac{3}{4}$ = 750	$\frac{1}{32}$ = 03125	$\frac{29}{32}$ = 90625	$\frac{21}{64}$ = 328125	$\frac{49}{64}$ = .765625
$\frac{7}{8}$ = 875	$\frac{3}{32}$ = 09375	$\frac{31}{32}$ = .96875	$\frac{23}{64}$ = .359375	$\frac{51}{64}$ = 796875
	$\frac{5}{32}$ = 15625		$\frac{25}{64}$ = 390625	$\frac{53}{64}$ = .828125
16ths	$\frac{7}{32}$ = 21875	64ths.	$\frac{27}{64}$ = .421875	$\frac{55}{64}$ = 859375
$\frac{1}{16}$ = 0625	$\frac{9}{32}$ = 28125	$\frac{1}{64}$ = 015625	$\frac{29}{64}$ = 453125	$\frac{57}{64}$ = .890625
$\frac{3}{16}$ = 1875	$\frac{11}{32}$ = 34375	$\frac{3}{64}$ = 046875	$\frac{31}{64}$ = 484375	$\frac{59}{64}$ = .921875
$\frac{5}{16}$ = 3125	$\frac{13}{32}$ = 40625	$\frac{5}{64}$ = 078125	$\frac{33}{64}$ = 515627	$\frac{61}{64}$ = 953125
$\frac{7}{16}$ = 4375	$\frac{15}{32}$ = 46875	$\frac{7}{64}$ = 109375	$\frac{35}{64}$ = 546875	$\frac{63}{64}$ = 984375

LOGARITHMS OF CONVENIENT CONSTANTS.

Compiled by J J Clark

Number	Logarithm	Reciprocal	Logarithm.
π=3 1416	4971509	318300	$\bar{1}$ 5028491
$\frac{\pi}{4}$= 7854	$\bar{1}$ 8950909	1 273237	.1049091
π^2=9 86965	9943018	10132	$\bar{1}$ 0050982
$\sqrt{\pi}$=1 772457	2485755	5641888	$\bar{1}$ 7514245
$\sqrt{\frac{1}{\pi}}$= 564189	$\bar{1}$ 7514245	1 772456	2485755
g=32 10	1 5073160	0310945	$\bar{2}$.4926840
$\frac{1}{2}g$=16 08	1 2062860	06218906	$\bar{2}$.7937140
$2g$=64 32	1 8083460	01554727	$\bar{2}$.1916540
$\sqrt{2g}$=8 019974	9041730	1246887	$\bar{1}$.0958270
1 cu in water weighs 03617 lbs	$\bar{2}$ 5583485	27 64723	1.4416515
Water-column 1″×1″×1′ weighs 43403 lbs	$\bar{1}$ 6375197	2 303988	.3624803
Water-column 1″ d ×1′ weighs 34088 lbs	$\bar{1}$ 5326015	2 933584	.4673985
1 lb water=column 1″×1″×2 304′	3624825	4340278	$\bar{1}$ 6375175
1 lb water=column 1″d ×2 9336′	4674009	340878	$\bar{1}$ 5325991
1 cu ft air at 32° F and 30″ Hg weighs 08073 lbs	$\bar{2}$ 9070350	12 387	1 0929650
1 gal H_2O weighs 8 355 lbs.	9219465	11969	$\bar{1}$ 0780535
1 cu. ft. H_2O contains 7 48 gal....	8739016	13369	$\bar{1}$.1260981
14 7	1 1673173	06802721	$\bar{2}$ 8326827
1728.	3 2375437	0005787037	$\bar{4}$ 7624563
778..	2 8909796	001285347	$\bar{3}$.1090204
144........	2 1583625	00694445	$\bar{3}$ 8416375
12.......	1 0791812	0833333	$\bar{2}$ 9208188
33000.......	4 5185139	0000303	$\bar{5}$.4814861

LENGTHS OF CHORDS FOR SPACING CIRCLE WHOSE DIAMETER IS 1

For Circles of other Diameters Multiply Length given in Table by Diameter of Circle

No. of Spaces	Length of Chord	No. of Spaces	Length of Chord	No. of Spaces	Length of Chord	No. of Spaces	Length of Chord
		26	1205	51	0616	76	0413
		27	1161	52	0604	77	0408
3	8660	28	1120	53	0592	78	0403
4	7071	29	1081	54	0581	79	0398
5	5878	30	1045	55	0571	80	0393
6	5000	31	1012	56	0561	81	0388
7	4339	32	0980	57	0551	82	0383
8	3827	33	0951	58	0541	83	0378
9	3420	34	0923	59	0532	84	0374
10	3090	35	0896	60	0523	85	0370
11	2817	36	0872	61	0515	86	0365
12	2588	37	0848	62	0507	87	0361
13	2393	38	0826	63	0499	88	0357
14	2225	39	0805	64	0491	89	0353
15	2079	40	0785	65	0483	90	0349
16	1951	41	0765	66	0476	91	0345
17	1838	42	0747	67	0469	92	0341
18	1736	43	0730	68	0462	93	0338
19	1646	44	0713	69	0455	94	0334
20	1564	45	0698	70	0449	95	0331
21	1490	46	0682	71	0442	96	0327
22	1423	47	0668	72	0436	97	0324
23	1362	48	0654	73	0430	98	0321
24	1305	49	0641	74	0424	99	0317
25	1253	50	0628	75	0419	100	.0314

LOGARITHM OF NUMBERS FROM 0 TO 1700

No	0	1	2	3	4	5	6	7	8	9	Prop
0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	415
11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	379
12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	344
13	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	323
14	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	298
15	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	281
16	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	264
17	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	249
18	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	234
19	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	222
20	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	212
21	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	202
22	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	193
23	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	185
24	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	177
25	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	170
26	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	164
27	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	158
28	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	153
29	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	148
30	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	143
31	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	139
32	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	134
33	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	130
34	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	126
35	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	122
36	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	119
37	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	116
38	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	113
39	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	110
40	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	107
41	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	104
42	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	102
43	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	99
44	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	98
45	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	96
46	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	95
47	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	92
48	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	90
49	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	88
50	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	86
51	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	84
52	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	82
53	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	81

Indices of Logarithms
Log 4030 = 3 60530
" 403 = 2 60530

Log 40 3 = 1 60530
" 4 03 = 60530
" 403 = 60530

Log .0403 = $\bar{2}$.60530
" .00403 = $\bar{3}$ 60530

Find Log of 5065
Log of 5060 = 3 70415
Prop 86 × Diff 5 = 430

Log required = 3 704580
Find number of Log 3 771442
Log of 5900 = 3 770850

Diff 592 ÷ Prop 73 = 8 Diff = 592
No required 5908

LOGARITHM OF NUMBERS FROM 0 TO 1700—*Continued*

59	[illegible]	73
60	[illegible]	72
61	[illegible]	71
62	[illegible]	70
63	[illegible]	69
64	[illegible]	68
65	[illegible]	67
66	[illegible]	66
67	[illegible]	64
68	[illegible]	63
69	[illegible]	63
70	[illegible]	62
71	[illegible]	61
72	[illegible]	60
73	[illegible]	59
74	[illegible]	58
75	[illegible]	57
76	[illegible]	57
77	[illegible]	56
78	[illegible]	55
79	[illegible]	54
80	[illegible]	54
81	[illegible]	53
82	[illegible]	53
83	[illegible]	52
84	[illegible]	51
85	[illegible]	51
86	[illegible]	50
87	[illegible]	49
88	[illegible]	49
89	[illegible]	49
90	[illegible]	48
91	[illegible]	48
92	[illegible]	47
93	[illegible]	47
94	[illegible]	46
95	[illegible]	46
96	[illegible]	45
97	[illegible]	45
98	[illegible]	44
99	[illegible]	44
100	[illegible]	43
101	[illegible]	43
102	[illegible]	42
103	[illegible]	42

To multiply by logarithms add the logarithms together and find the corresponding number

To divide by logarithms subtract one from the other

To extract the root divide the logarithm by the index of the root and find the number corresponding to it

To raise a number to any power multiply the logarithm by the index of the power and find the corresponding number.

LOGARITHM OF NUMBERS FROM 0 TO 1200—*Continued.*

No	0	1	2	3	4	5	6	7	8	9	Prop.
104	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	42
105	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	41
106	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	41
107	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	41
108	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	40
109	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	40
110	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	39
111	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	39
112	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	39
113	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	38
114	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	38
115	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	38
116	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	37
117	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	37
118	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	37
119	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	36

Involution and Evolution of Fractions by Logarithms.

In a logarithm the integer is called the *characteristic*, and the decimal portion the *mantissa*.

Involution.—The number carried from the *mantissa* to the *characteristic* being positive, must be deducted from the negative characteristic.

Example.—Find the 5th power of .05 or the value of $.05^5$.

$$\text{Log } .05 = \bar{2}.69897$$
$$\text{then } \bar{2} \times 5 = \overline{10}$$
$$+$$
$$\text{and } .69897 \times 5 = 3.49485$$

$$\text{Then log } .05^5 = \bar{7}.49485$$
$$\text{and } .05^5 = .0000003125$$

Evolution.—If the *negative* characteristic be not divisible without a remainder by the index of the required root, the number of units sufficient to make it so divisible must be added to it, and the same number of units must also be added to the mantissa before division.

Example.—Find the value of $\sqrt[5]{.0000003125}$

$$\text{Log } .0000003125 = \bar{7}.49485$$
$$\text{then } 7 + 3 = 10, \text{ and } \overline{10} \div 5 = \bar{2}$$
$$\text{and } 3.49485 \div 5 = .69897$$

$$\text{Therefore log } \sqrt[5]{.0000003125} = \bar{2}.69897 = \text{log of } .05$$

Proportion by Logarithms.

Add together the logarithms of the 2d and 3d terms, and from their sum subtract the logarithm of the first term, then the number corresponding to the logarithm of the remainder gives the required answer.

Example.—68.30 : 13.70 : : 79.40 : ?

$$\text{Log } 13.70 = 1.13672$$
$$\text{Log } 79.40 = 1.89982$$

$$\text{Sum } 3.03654$$
$$\text{Log } 68.30 = 1.83442$$

$$\text{Diff. } 1.20212 = \text{log of } 15.93$$

The common logarithm of any number is the power to which, if 10 be raised, the said number is the result, thus:

$$10^2 = 100 \text{ therefore log.} = 2$$
$$10^{2.42} = 263 \quad " \quad " = 2.42$$
$$10^{-2.42} = .0263 \quad " \quad " = \bar{2}.42$$

VALUES OF SQUARES, CUBES, SQUARE ROOTS, AND CUBE ROOTS OF NUMBERS 1 TO 100

No	Square	Cube	Square Root	Cube Root	No	Square	Cube.	Square Root	Cube Root
1	1	1	1.0	1.0	51	2601	132651	7.14143	3.7084
2	4	8	1.41421	1.2599	52	2704	140608	7.21110	3.7325
3	9	27	1.73205	1.4422	53	2809	148877	7.28011	3.7563
4	16	64	2.0	1.5874	54	2916	157464	7.34847	3.7798
5	25	125	2.23607	1.7100	55	3025	166375	7.4162	3.8030
6	36	216	2.44949	1.8171	56	3136	175616	7.48331	3.8259
7	49	343	2.64575	1.9129	57	3249	185193	7.54983	3.8485
8	64	512	2.82843	2.0	58	3364	195112	7.61577	3.8709
9	81	729	3.0	2.0801	59	3481	205379	7.68115	3.8930
10	100	1000	3.16228	2.1544	60	3600	216000	7.74597	3.9149
11	121	1331	3.31662	2.2240	61	3721	226981	7.81025	3.9365
12	144	1728	3.46410	2.2894	62	3844	238328	7.87401	3.9579
13	169	2197	3.60555	2.3513	63	3969	250047	7.93725	3.9791
14	196	2744	3.74166	2.4101	64	4096	262144	8.0	4.0
15	225	3375	3.87298	2.4662	65	4225	274625	8.06226	4.0207
16	256	4096	4.0	2.5198	66	4356	287496	8.12404	4.0412
17	289	4913	4.12311	2.5713	67	4489	300763	8.18535	4.0615
18	324	5832	4.24264	2.6207	68	4624	314432	8.24621	4.0817
19	361	6859	4.35890	2.6684	69	4761	328509	8.30662	4.1016
20	400	8000	4.47214	2.7144	70	4900	343000	8.36660	4.1213
21	441	9261	4.58258	2.7589	71	5041	357911	8.42615	4.1408
22	484	10648	4.69042	2.8020	72	5184	373248	8.48528	4.1602
23	529	12167	4.79583	2.8439	73	5329	389017	8.54400	4.1793
24	576	13824	4.89898	2.8845	74	5476	405224	8.60233	4.1983
25	625	15625	5.0	2.9240	75	5625	421875	8.66025	4.2172
26	676	17576	5.09902	2.9625	76	5776	438976	8.71780	4.2358
27	729	19683	5.19615	3.0	77	5929	456533	8.77496	4.2543
28	784	21952	5.29150	3.0366	78	6084	474552	8.83176	4.2727
29	841	24389	5.38516	3.0723	79	6241	493039	8.88819	4.2908
30	900	27000	5.47723	3.1072	80	6400	512000	8.94427	4.3089
31	961	29791	5.56776	3.1414	81	6561	531441	9.0	4.3267
32	1024	32768	5.65685	3.1748	82	6724	551368	9.05539	4.3445
33	1089	35937	5.74456	3.2075	83	6889	571787	9.11043	4.3621
34	1156	39304	5.83095	3.2396	84	7056	592704	9.16515	4.3795
35	1225	42875	5.91608	3.2711	85	7225	614125	9.21954	4.3968
36	1296	46656	6.0	3.3019	86	7396	636056	9.27362	4.4140
37	1369	50653	6.08276	3.3322	87	7569	658503	9.32738	4.4310
38	1444	54872	6.16441	3.3620	88	7744	681472	9.38083	4.4480
39	1521	59319	6.245	3.3912	89	7921	704969	9.43398	4.4647
40	1600	64000	6.32456	3.4200	90	8100	729000	9.48683	4.4814
41	1681	68921	6.40312	3.4482	91	8281	753571	9.53939	4.4979
42	1764	74088	6.48074	3.4760	92	8464	778688	9.59166	4.5144
43	1849	79507	6.55744	3.5034	93	8649	804357	9.64365	4.5307
44	1936	85184	6.63325	3.5303	94	8836	830584	9.69536	4.5468
45	2025	91125	6.70820	3.5569	95	9025	857375	9.74679	4.5629
46	2116	97336	6.78233	3.5830	96	9216	884736	9.79796	4.5789
47	2209	103823	6.85565	3.6088	97	9409	912673	9.84886	4.5947
48	2304	110592	6.92820	3.6342	98	9604	941192	9.89949	4.6104
49	2401	117649	7.0	3.6593	99	9801	970299	9.94987	4.6261
50	2500	125000	7.07107	3.6840	100	10000	1000000	10.0	4.6416

LOGARITHM OF NUMBERS FROM 0 TO 1200—*Continued*

No	0	1	2	3	4	5	6	7	8	9	Prop.
											42
											41
											41
											41
											40
109											40
110											39
111											39
112											39
113											38
114											38
115											38
116											37
117											37
118											37
119											36

INVOLUTION AND EVOLUTION OF FRACTIONS BY LOGARITHMS

In a logarithm the integer is called the *characteristic,* and the decimal portion the *mantissa*

INVOLUTION —The number carried from the *mantissa* to the *characteristic* being positive, must be deducted from the negative characteristic

Example —Find the 5th power of .05 or the value of $.05^5$.

$$\text{Log } .05 = \bar{2}\ 69897$$
$$\text{then } \bar{2}\times 5 = \overline{10}$$
$$\text{and } 69897\times 5 = \overset{+}{3}\ 49485$$
$$\text{Then log } .05^5 = \bar{7}\ 49485$$
$$\text{and } .05^5 = .0000003125$$

Log .0000003125 = $\bar{7}$ 49485

then 7 + 3 = 10, and $\overline{10} \div 5 = \bar{2}$

and 3 49485 ÷ 5 = .69897

Therefore log $\sqrt[5]{.0000003125} = \bar{2}$ 69897 = log of .05

LOGARITHMS

... 3d terms, and from their sum subtract ... ber corresponding to the logarithm of the ...

Example —68 30 : 13 70 :: 79 40 : ?

Log. 13 70 = 1 13672
Log 79 40 = 1 89982

Sum 3 03654
Log 68 30 = 1 83442

Diff 1 20212 = log of 15 93.

The common logarithm of any number is the power to which, if 10 be raised, the said number is the result, thus

$10^2 = 100$ therefore log = 2
$10^{2.42} = 263$ " = 2 42
$10^{-2.42} = .0263$ " " = $\bar{2}$ 42

VALUES OF SQUARES, CUBES, SQUARE ROOTS, AND CUBE ROOTS OF NUMBERS 1 TO 100

No	Square.	Cube	Square Root	Cube Root	No	Square	Cube.	Square Root.	Cube Root.
1	1	1	1 0	1 0	51	2601	132651	7.14143	3 7084
2	4	8	1 41421	1.2599	52	2704	140608	7.21110	3 7325
3	9	27	1 73205	1 4422	53	2809	148877	7 28011	3 7563
4	16	64	2 0	1 5874	54	2916	157464	7 34847	3 7798
5	25	125	2 23607	1 7100	55	3025	166375	7.4162	3 8030
6	36	216	2 44949	1 8171	56	3136	175616	7 48331	3 8259
7	49	343	2 64575	1 9129	57	3249	185193	7 54983	3 8485
8	64	512	2 82843	2 0	58	3364	195112	7 61577	3 8709
9	81	729	3 0	2 0801	59	3481	205379	7 68115	3 8930
10	100	1000	3 16228	2 1544	60	3600	216000	7.74597	3 9149
11	121	1331	3 31662	2 2240	61	3721	226981	7 81025	3 9365
12	144	1728	3 46410	2 2894	62	3844	238328	7 87401	3 9579
13	169	2197	3 60555	2 3513	63	3969	250047	7 93725	3 9791
14	196	2744	3 74166	2 4101	64	4096	262144	8 0	4 0
15	225	3375	3 87298	2 4662	65	4225	274625	8 06226	4 0207
16	256	4096	4 0	2 5198	66	4356	287496	8 12404	4 0412
17	289	4913	4 12311	2 5713	67	4489	300763	8 18535	4 0615
18	324	5832	4 24264	2 6207	68	4624	314432	8 24621	4 0817
19	361	6859	4 35890	2 6684	69	4761	328509	8 30662	4 1016
20	400	8000	4 47214	2 7144	70	4900	343000	8 36660	4 1212
21	441	9261	4 58258	2 7589	71	5041	357911	8 42615	4 1408
22	484	10648	4 69042	2 8020	72	5184	373248	8 48528	4 1602
23	529	12167	4 79583	2 8439	73	5329	389017	8 54400	4 1793
24	576	13824	4 89898	2 8845	74	5476	405224	8 60233	4 1983
25	625	15625	5 0	2 9240	75	5625	421875	8 66025	4 2172
26	676	17576	5 09902	2 9625	76	5776	438976	8 71780	4 2358
27	729	19683	5 19615	3 0	77	5929	456533	8 77496	4 2543
28	784	21952	5 29150	3 0366	78	6084	474552	8 83176	4 2727
29	841	24389	5 38516	3 0723	79	6241	493039	8 88819	4 2908
30	900	27000	5 47723	3 1072	80	6400	512000	8 94427	4 3089
31	961	29791	5 56776	3 1414	81	6561	531441	9 0	4 3267
32	1024	32768	5 65685	3 1748	82	6724	551368	9 05539	4 3445
33	1089	35937	5 74456	3 2075	83	6889	571787	9 11043	4 3621
34	1156	39304	5 83095	3 2396	84	7056	592704	9 16515	4 3795
35	1225	42875	5 91608	3 2711	85	7225	614125	9 21954	4 3968
36	1296	46656	6 0	3 3019	86	7396	636056	9 27362	4 4140
37	1369	50653	6 08276	3 3322	87	7569	658503	9 32738	4 4310
38	1444	54872	6 16441	3 3620	88	7744	681472	9 38083	4 4480
39	1521	59319	6 245	3 3912	89	7921	704969	9 43398	4 4647
40	1600	64000	6 32456	3 4200	90	8100	729000	9 48683	4 4814
41	1681	68921	6 40312	3 4482	91	8281	753571	9 53939	4 4979
42	1764	74088	6 48074	3 4760	92	8464	778688	9 59166	4 5144
43	1849	79507	6 55744	3 5034	93	8649	804357	9 64365	4 5307
44	1936	85184	6 63325	3 5303	94	8836	830584	9 69536	4 5468
45	2025	91125	6 70820	3 5569	95	9025	857375	9 74679	4 5629
46	2116	97336	6 78233	3 5830	96	9216	884736	9 79796	4 5789
47	2209	103823	6 85565	3 6088	97	9409	912673	9 84886	4 5947
48	2304	110592	6 92820	3 6342	98	9604	941192	9 89949	4 6104
49	2401	117649	7 0	3 6593	99	9801	970299	9 94987	4 6261
50	2500	125000	7 07107	3 6840	100	10000	1000000	10 0	4 6416

VALUES OF $n\pi$ AND $n^2\frac{\pi}{4}$ FOR NUMBERS FROM 1 TO 100

n	$n\pi$	$n^2\frac{\pi}{4}$	n	$n\pi$	$n^2\frac{\pi}{4}$	n	$n\pi$	$n^2\frac{\pi}{4}$
1.0	3.142	0.7854	26.0	81.681	530.93	52.0	163.36	2123.72
1.5	4.712	1.7672	26.5	83.252	551.55	53.0	166.50	2206.19
2.0	6.283	3.1416	27.0	84.823	572.56	54.0	169.64	2290.22
2.5	7.854	4.9087	27.5	86.394	593.96	55.0	172.78	2375.83
3.0	9.425	7.0686	28.0	87.965	615.75	56.0	175.93	2463.01
3.5	10.996	9.6211	28.5	89.535	637.94	57.0	179.07	2551.76
4.0	12.566	12.566	29.0	91.106	660.52	58.0	182.21	2642.08
4.5	14.137	15.904	29.5	92.677	683.49	59.0	185.35	2733.97
5.0	15.708	19.635	30.0	94.248	706.86	60.0	188.49	2827.44
5.5	17.279	23.758	30.5	95.819	730.62	61.0	191.63	2922.47
6.0	18.850	28.274	31.0	97.389	754.77	62.0	194.77	3019.07
6.5	20.420	33.183	31.5	98.960	779.31	63.0	197.92	3117.25
7.0	21.991	38.485	32.0	100.53	804.25	64.0	201.06	3216.99
7.5	23.562	44.179	32.5	102.10	829.58	65.0	204.20	3318.31
8.0	25.133	50.266	33.0	103.67	855.30	66.0	207.34	3421.20
8.5	26.704	56.745	33.5	105.24	881.41	67.0	210.49	3525.66
9.0	28.274	63.617	34.0	106.81	907.92	68.0	213.63	3631.69
9.5	29.845	70.882	34.5	108.38	934.82	69.0	216.77	3739.29
10.0	31.416	78.540	35.0	109.96	962.11	70.0	219.91	3848.45
10.5	33.057	86.590	35.5	111.53	989.80	71.0	223.05	3959.20
11.0	34.558	95.033	36.0	113.10	1017.88	72.0	226.19	4071.51
11.5	36.128	103.87	36.5	114.67	1046.35	73.0	229.33	4185.39
12.0	37.699	113.10	37.0	116.24	1075.21	74.0	232.47	4300.85
12.5	39.270	122.72	37.5	117.81	1104.47	75.0	235.62	4417.87
13.0	40.841	132.73	38.0	119.38	1134.11	76.0	238.76	4536.47
13.5	42.412	143.14	38.5	120.95	1164.16	77.0	241.90	4656.63
14.0	43.982	153.94	39.0	122.52	1194.59	78.0	245.04	4778.37
14.5	45.553	165.13	39.5	124.09	1225.42	79.0	248.18	4901.68
15.0	47.124	176.72	40.0	125.66	1256.64	80.0	251.32	5026.56
15.5	48.695	188.69	40.5	127.23	1288.25	81.0	254.47	5153.01
16.0	50.265	201.06	41.0	128.81	1320.25	82.0	257.61	5281.03
16.5	51.836	213.83	41.5	130.38	1352.65	83.0	260.75	5410.62
17.0	53.407	226.98	42.0	131.95	1385.44	84.0	263.89	5541.78
17.5	54.978	240.53	42.5	133.52	1418.63	85.0	267.03	5674.50
18.0	56.549	254.47	43.0	135.09	1452.20	86.0	270.17	5808.81
18.5	58.119	268.80	43.5	136.66	1486.17	87.0	273.32	5944.69
19.0	59.690	283.53	44.0	138.23	1520.53	88.0	276.46	6082.13
19.5	61.261	298.65	44.5	139.80	1555.28	89.0	279.60	6221.13
20.0	62.832	314.16	45.0	141.37	1590.43	90.0	282.74	6361.74
20.5	64.403	330.06	45.5	142.94	1625.97	91.0	285.88	6503.89
21.0	65.973	346.36	46.0	144.51	1661.90	92.0	289.02	6647.62
21.5	67.544	363.05	46.5	146.08	1698.23	93.0	292.17	6792.92
22.0	69.115	380.13	47.0	147.65	1734.94	94.0	295.31	6939.78
22.5	70.686	397.61	47.5	149.23	1772.05	95.0	298.45	7088.23
23.0	72.257	415.48	48.0	150.80	1809.56	96.0	301.59	7238.23
23.5	73.827	433.74	48.5	152.37	1847.45	97.0	304.73	7389.83
24.0	75.398	452.39	49.0	153.94	1885.74	98.0	307.87	7542.98
24.5	76.969	471.44	49.5	155.51	1924.42	99.0	311.02	7697.68
25.0	78.540	490.87	50.0	157.08	1963.50	100.0	314.16	7854.00
25.5	80.111	510.71	51.0	160.22	2042.82			

IMPORTANT VALUES OF π

	Log		Log.
$\pi = 3.14159$	0.4971499″	$\sqrt[3]{\pi} = 1.46459$	0.1657160″
$\frac{1}{\pi^2} = 0.10132$	$\bar{1}$.0056952″	$\frac{1}{\pi} = 0.31831$	$\bar{1}$.5028503″
$\pi^2 = 9.8696$	0.9942996″	$\sqrt{\frac{1}{\pi}} = 0.56419$	$\bar{1}$.7273437″
$\sqrt{\pi} = 1.77245$	0.2485749″	$\frac{\pi}{4} = 0.785398$	$\bar{1}$.8950899″
$\pi^3 = 31.00628$	1.4914496″	$\frac{\pi}{6} = 0.52359$	$\bar{1}$.7189986″

AREAS AND VOLUMES OF BODIES.

Volume of rectangular vessel $= abc$, where a, b and c are the three dimensions.
Area of triangle $= \frac{1}{2}$ base $\times$ height.

Area of circle $\frac{\pi}{4}d^2 = \pi r^2$; r = radius; $\frac{\pi}{4} = 0.7854$.

Area of ellipse = transverse axis $\times$ .7854 $\times$ conjugate axis $= \pi ab$, where a and b are lengths of the two semi-axes.
Surface of sphere $= \pi d^2 = 4\pi r^2$; d = diameter; $4\pi = 12.5664$.
Surface of cylinder = area of both ends + length $\times$ diameter $\times \pi$.
Surface of cone = area of base + circumference of base $\times \frac{1}{2}$ slant height.

Volume of sphere $= \frac{4}{3}\pi r^3$; $\frac{4}{3}\pi = 4.1888 = d^3 \times 0.5236$, i.e., $\frac{\pi}{6}d^3$.

Volume of cylinder $= \pi r^2 h$; r = radius of base; h = height.
Volume of cone or pyramid = area of base $\times \frac{1}{3}$ perpendicular height.
Volume of frustum of cone $= 0.2618\ H(D^2+d^2+Dd)$, where D and d = diameters of each end and H = perpendicular height.
Volume of cask considered as middle frustum of a prolate spheroid

$$D = \sqrt{\frac{2B^2+H^2}{3}}.$$

D = diameter of cylinder equal in volume and length to cask.
B = diameter at bung; H (or H') = diameter at head.

Or (approximately)
Ascertain the difference between B and H and multiply it by .7 (or .68 if less than 6 inches), add the product to H to obtain diameter of required cylinder.
Or

Capacity in gallons $= .0034\ L(HH'+B^2)$

L = length.
All the measurements are of course internal.

PHYSICAL.

To convert
- Degrees of Twaddle's hydrometer into S.G. (water = 1000), multiply by 5, and add 1000.
- S.G. (water = 1000) into degrees Twaddle, subtract 1000, and divide by 5.
- S.G. air = 1 to S.G., H = 1, multiply by 14.438.
- S.G., H = 1 to S.G., air = 1, multiply by 0.06926.

Weight in air to weight in vacuo.
- P = weight required in vacuo
- q = weight in air
- V = volume of body weighed
- v = volume of the weights
- s = specific gravity of air (weight of one cubic unit)

$$P = q \times s(V - v)$$

TABLE SHOWING THE AREAS OF CIRCLES IN IMPERIAL GALLONS CORRESPONDING TO DIAMETERS IN IMPERIAL INCHES

By the area in gallons is meant the number of gallons which are contained by a cylinder having the circle as base, and a height of one inch. This table can be employed for calculating the area of ellipses, according to the formula Area $=\frac{a+B-(a-B)}{2}$, where a is the area of the circle, having the transverse diameter of the ellipse as its diameter, B the area of corresponding circle for the congregate diameter, and $(a-B)$ the area of a circle having the difference between the transverse and congregate diameters as its diameter, the various diameters being expressed in inches

Diam in Ins	0	1	2	3	4	5	6	7	8	9
1	0024	0034	0010	0017	.0053	0053	.0072	0081	.0091	.0102
2	0113	0124	0137	0149	0163	0177	0191	0206	.0222	0238
3	0254	0272	0290	0308	0527	.0346	0367	.0387	.0409	.0430
4	0453	0476	0499	0523	0549	0574	.0599	0625	.0652	0680
5	0708	0736	0765	.0795	0825	.0856	.0888	.0920	0952	.0986
6	1019	1053	1089	1124	1160	1196	.1233	.1271	.1309	.1348
7	1337	1427	.1468	1509	1551	.1593	.1036	.1679	.1723	.1767
8	1812	1858	1901	1951	1998	.2040	2094	2143	.2193	.2243
9	2291	2345	.2397	2449	2502	2556	.2610	.2665	2720	.2776
10	2832	2889	2947	.3005	3063	.3122	.3182	.3243	3303	.3365
11	.3427	3490	3553	3616	3681	.3746	.3811	.3877	.3944	.4011
12	4079	4147	4215	4285	.4335	4425	.4496	.4568	.4640	.4713
13	4787	4860	4935	.5010	5086	.5162	.5239	5310	.5394	.5472
14	5551	5631	5711	.5792	.5573	5955	.6037	6120	.6201	6288
15	6373	.6458	.6544	.6630	6717	.6805	6893	.6982	.7071	.7101
16	7251	.7342	.7433	7525	7618	7711	.7805	.7899	.7991	.8090
17	8156	8282	8379	8477	8575	.8674	.8774	8874	8974	9075
18	9177	9279	9382	9485	9589	9694	9709	9905	1 0011	1 0118
19	1 0225	1 0333	1 0441	1 0551	1 0660	1 0770	1 0881	1 0992	1.1104	1 1217
20	1 1330	1 1443	1 1558	1 1672	1 1788	1.1903	1 2020	1 2137	1 2254	1 2372
21	1 2491	1 2610	1 2730	1 2851	1 2972	1 3093	1 3215	1 3338	1 3461	1.3585
22	1 3709	1 3831	1 3960	1 4086	1 4212	1 4339	1 4467	1.4595	1 4724	1 4851
23	1 4984	1 5114	1 5246	1 5377	1 5510	1 5642	1 5776	1 5910	1 6041	1 6179
24	1 6315	1 6451	1 6588	1 6726	1 6863	1 7002	1 7141	1 7281	1 7421	1 7562
25	1 7703	1 7815	1 7987	1 8431	1 8274	1 8418	1 8563	1 8708	1 8854	1 9001
26	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
27	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
28	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
29	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
31	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
32	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
33	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
34	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
35	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
36	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
37	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
38	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
39	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
40	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
41	4 7615	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
42	4 9960	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
43	5 2374	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
44	5 4838	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
45	5 7359	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

AREAS OF CIRCLES IN IMPERIAL GALLONS FROM DIAMETERS—*Continued*

Diam. in Ins.	0	1	2	3	4	5	6	7	8	9
46	5 9937	6 019[illegible]	6 0459	6 0721	6 0951	6 1247	6 1510	6.1775	6 2040	6 2305
47	6 2571	6 283[illegible]	6 3105	6 3372	6 3641	6 3909	6 4179	6 4449	6 4719	6 4990
48	6 5262	6 5534	6 58[illegible]7	6 60[illegible]0	6 6354	6 6629	6 6904	6 7179	6 7455	6 7732
49	6 8010	6 82[illegible]7	6 8566	6 8843	6 9124	6 9405	6 968[illegible]	6 9967	7 0248	7 0531
50	7 0814	7 1097	7 1381	7 16[illegible]6	7 1951	7 2237	7.2524	7 2810	7 3098	7 3386
51	7 3675	7 3964	7 4254							
52	7 [illegible]	7 [illegible]	7 [illegible]							
53	7 957[illegible]	7 9[illegible]	8 016[illegible]							
54	8 2597	8 2903	8 3210							
55	8 5[illegible]	8 5997	8 6309							
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AREAS OF CIRCLES IN IMPERIAL GALLONS FROM DIAMETERS—*Continued.*

Diam. in Ins.	0	1	2	3	4	5	6	7	8	9
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AREAS OF CIRCLES IN IMPERIAL GALLONS FROM DIAMETERS—*Continued*

Diam in Ins	0	1	2	3	4	5	6	7	8	9
156	68 9334	69 0218	69 1103	69 1988	69 2873	69 3760	69 4647	69 5534	69 6422	69 7311
157	69 8201	69 9090	69 9980	70 0871	70 1762	70 2654	70 3547	70 4140	70 5333	70 6228
158	70 7122	70 8018	70 8914	70 9810	71 0707	71 1605	71 2503	71 3402	71 4301	71 5201
159	71 6102	71 7003	71 7904	71 8807	71 9709	72 0612	72 1516	72 2421	72 3326	72 4231
160	72 5138	72 6044	72 6952	72 7859	72 8768	72 9677	73 0586	73 1496	73 2407	73 3318
161										
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163										
164										
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166	78 0343	78 1383	78 2425							
167	78 9975	79 0921	79 1868							
168	79 9404	80 0356	80 1309							
169	80 9010	80 9968	81 0926							
170	81 8612	81 9576	82 0540							
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181	92 7978	92 9004	93 0030	93 1057	93 2084	93 3112	93 4140	93 5170	93 6199	93 7229
182	93 8260	93 9292	94 0323	94 1356	94 2389	94 3423	94 4457	94 5491	94 6527	94 7563
183	94 8599	94 9636	95 0674	95 1712	95 2750	95 3790	95 4830	95 5870	95 6911	95 7952
184	95 8993	96 0037	96 1080	96 2124	96 3169	96 4214	96 5259	96 6305	96 7352	96 8399
185	96 9447	97 0495	97 1544	97 2593	97 3644	97 4694	97 5745	97 6797	97 7849	97 8902
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TABLE SHOWING THE AREAS OF SEMI-SQUARES IN IMPERIAL GALLONS CORRESPONDING TO SIDES IN IMPERIAL INCHES

This table shows the number of gallons contained in a prism having the semi-square described on the side as base and a height of one inch. It is of use in finding the area in gallons of a rectangle. The area is $a \times b$, a and b being the sides of the rectangle. But

$$ab = \frac{a^2}{2} + \frac{b^2}{2} - \frac{(a-b)^2}{2}.$$

Rules.—Add the area of the semi-square on the longer side of the rectangle to the area of the semi-square on the shorter side, and from the sum deduct the semi-square on a line equal to the difference between the two sides, dimensions being in inches.

Sides in Ins	0	1 00002	2 00007	3 00016	4 00029	5 00045	6 00065	7 00088	8 00115	9 00146
1	0018	0022	0026	0030	002	0011	0015	0052	0058	0065
2	0072	0080	0087	0095	0101	0113	0122	0131	0111	0152
3	0162	0173	0185	0196	0208	9221	0231	0247	0260	,0274
4	0289	0303	0318	0333	0349	0365	0282	0398	0413	,0133
5	0151	0469	0488	0507	0526	0515	0566	0586	0607	0628
6	0649	0671	0693	0716	7390	0762	0786	0809	0834	0859
7	0884	0909	0935	0961	0987	1014	.1012	.1069	.1097	1125
8	1154	1183	1213	1242	1272	1303	.1334	1365	1397	1429
9	1458	1493	1526	1560	1593	1627	1662	1697	1732	,1767
10	1803	1840	1876	1913	1950	1988	2026	2065	2103	,2142
11	2182	2222	2262	2303	2344	2385	2421	.2468	2511	,2554
12	2597	2640	2684	2728	2773	2818	2863	2908	2954	3001
13	3048	3095	3142	3100	3238	3286	3335	3383	.3431	3484
14	3534	3585	3636	3688	3739	3791	3844	3897	.3950	4003
15	4037	4112	4166	1221	4277	4332	4388	4445	4502	,4559
16	4010	4674	4733	4791	4850	4900	4969	5029	5090	5150
17	5211	5273	5335	5397	5460	5523	5586	5649	5713	5778
18	5843	5908	5973	6039	6105	6172	6239	6308	6373	6441
19	6510	6579	6648	6717	6787	6857	6927	6098	7070	,7141
20	7213	7285	7358	7431	7304	7578	7652	7727	,7802	,7877
21	7932	8028	8105	8181	8278	8336	8413	.8491	8570	8649
22	8728	8807	8887	8967	9048	9129	9210	.9292	9374	0457
23	9539	9622	9706	9790	9871	9959	1 0043	1.0129	1 0211	1 0300
24	1 0387	1 0174	1 0561	1 0648	1 0736	1 0821	1 0913	1 1002	1 1091	1 1180
25	1 1270	1 1361	1 1451	1 1513	1 1634	1 1726	1 1818	1 1910	1 2003	1 2097
26	1 2190	1 2284	1 2378	1 2473	1 2568	1 2663	1 2759	1 2855	1 2952	1 3049
27	1 3116	1 3743	1 3341	1 3410	1 3538	1 3637	1 3737	1 3836	1.3936	1 4037
28	1 4138	1 1239	1 1340	1 4442	1 1711	1 4647	1 1750	1 4853	1 1957	1 5061
29	1 5166	1 5270	1 5375	1 5481	1 5587	1 5693	1 5800	1 5906	1 6014	1 6121
30	1 6229	1 6338	1 6447	1 6556	1 6665	1 6775	1 6885	1 6996	1 7107	1 7218
31	1 7329	1 7411	1 7554	1 7666	1 7780	1 7893	1 8007	1 8121	1 8235	1 8350
32	1 8465	1 8581	1 8707	1 8813	1 8930	1 9047	1 9164	1 9282	1 9400	1 0519
33	1 9638	1 9737	1 9876	1 9996	2 0117	2 0237	2 0358	2 0480	2 0601	2 0723
34	2 0846	2 0969	2 1092	2 1215	2 1339	2 1463	2 1588	2 1713	2 1838	2 1964
35	2 2090	2 2216	2 2313	2 2470	2 2598	2 2726	2 2851	2 2983	2 3111	2 3211
36	2 3370	2 3500	2 3631	2 3762	2 3893	2 4024	2 1156	2 1788	2 1121	2 4551
37	2 1687	2 4820	2 4954	2 5089	2 5223	2 5358	2 5194	2 5630	2 5766	2 5902
38	2 6039	2 6176	2 6314	2 6152	2 6590	2 6729	2 6868	2 7007	2 7117	2 7257
39	2 7428	2 7569	2 7710	2 7851	2 7993	2 8136	2 8278	2 8121	2 8563	2 8708
40	2 8853	2 8997	2 9142	2 9287	2 9432	2 9578	2 9724	2 9871	3 0018	3 0165
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AREAS OF SEMI-SQUARES IN IMPERIAL GALLONS—*Continued.*

Sides in Ins	0	1	2	3	4	5	6	7	8	9
46	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
47	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
48	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
49	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
50	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
51	4 6903	4 7087	4 7272	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
52	4 8760	4 8948	4 9136	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
53	5 0651	5 0845	5 1035	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
54	5 2583	5 2778	5 2951	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
55	5 4549	5 4747	5 494[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
56	5 6551	5 6753	5 6955	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
57	5 8588	5 8794	5 9000	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
58	6 0662	6 0871	6 1081	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
59	6 2772	6 2985	6 319[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
60	6 4918	6 5134	6 5351	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
61	6 7100	6 7320	6 7540	6 7760	6 7983	6 8204	6 8426	6 8649	6 8871	[illegible]
62	6 9318	6 9542	6 9766	6 9990	7 0215	7 0440	7 0666	7 0892	7 1118	[illegible]
63	7 1582	7 1809	7 2025	7 2255	7 2483	7 2712	7 2942	7 3171	7 34[illegible]	[illegible]
64	7 3862	7 4093	7 4324	7 4556	7 4788	7 5021	7 5255	7 5497	7 57[illegible]	[illegible]
65	7 6188	7 6423	7 6658	7 6893	7 7129	7 7265	7 7601	7 7838	7 8075	[illegible]
66	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
67	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
68	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
69	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
70	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
71	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
72	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
73	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
74	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
75	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
76	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
77	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
78	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
79	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
80	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
81	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
82	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
83	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
84	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
85	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
86	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
87	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
88	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
89	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
90	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
91	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
92	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
93	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
94	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
95	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
96	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
97	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
98	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
99	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

AREAS OF SEMI-SQUARES IN IMPERIAL GALLONS—*Continued.*

Sides in Ins.	0	1	2	3	4	5	6	7	8	9
101	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
102	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
103	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
104	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
105	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
106	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
107	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
108	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
109	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
110	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
111	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
112	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
113	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
114	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
115	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
116	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
117	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
118	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
119	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
120	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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122	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
123	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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125	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
126	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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128	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
129	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
130	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
131	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
132	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
133	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
134	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
135	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
136	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
137	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
138	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
139	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
140	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
141	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
142	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
143	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
144	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
145	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
146	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
147	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
148	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
149	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
150	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
151	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
152	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
153	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
154	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
155	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

AREAS OF SEMI-SQUARES IN IMPERIAL GALLONS—*Continued*

Sides in Ins.	0	1	2	3	4	5	6	7		9
156	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
157	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
158	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
159	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
160	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
161	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
162	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
163	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
164	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
165	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
166	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
167	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
168	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
169	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
170	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
171	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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175	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
176	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
177	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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180	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
181	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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183	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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188	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
189	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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200	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

One gramme. . . . . 0.035274 ounces (avoirdupois)
One ounce (avoirdupois, 437.50 grains). . . . . 28.35 grammes
One kilogramme. . . . . . 2.2046 pounds (avoirdupois)
One pound (avoirdupois, 7000 grains) . . . . . 0.45359 kilogrammes
One pound (troy, 5760 grains). . . 0.37324 kilogrammes

Ounces (Avoirdupois) to Grammes	Grammes to Ounces (Troy)	Ounces (Troy) to Grammes	Kilogrammes to Pounds (Avoirdupois)	Pounds (Avoirdupois) to Kilogrammes.
28.3495	0.03215	31.10348	2.20462	0.45359
56.6991	0.06430	62.20696	4.40924	0.90719
85.0486	0.09645	93.31044	6.61386	1.36078
113.3981	0.12860	124.41392	8.81849	1.81437
141.7476	0.16075	155.51740	11.02311	2.26796
170.0972	0.19290	186.62089	13.22773	2.72156
198.4467	0.22505	217.72437	15.43235	3.17515
226.7962	0.25721	248.82785	17.63697	3.62874
255.1457	0.28936	279.93133	19.84159	4.08233
283.4930	0.32150	311.03480	22.04620	4.53590

EQUIVALENTS OF WORK AND HEAT.

1 B.t.u. = 778 ft.-lbs. = 17.59 watts.
42.41 " = 33000 " = 746 " = 1 H.P.

In the French or metric system of units, a heat-unit or calorie is the quantity of heat required to raise 1 kilogramme of pure water 1° C. at or about 4° C.

The following tabular statement shows the relation of the French and English units.

FRENCH AND ENGLISH UNITS COMPARED.

1 calorie . . . . 3.968 B.t.u.
0.252 calorie. . . 1 "
French mechanical equivalent, 425.0 kilogram-meters . 3075 ft.-lbs.
107.7 kilogram-meters . . . . . 1, or 778 ft.-lbs.

For convenience in translating French and German results into English or American we have the following compound units:

EQUIVALENT COMPOUND UNITS.

1 calorie per square meter. . . . 0.369 B.t.u. per square foot
1 B.t.u. or 1 H.u. per square foot. . 2.713 calories per square meter
1 calorie per kilogramme . . . . 1.800 H.u. per pound
1 H.u. per pound. . . . . 0.556 calorie per kilogramme

CONVERSION OF HEAT-UNITS

	Calories per Kilogramme to British Thermal Units per Pound	Calories per Cubic Meter to British Thermal Units per Cubic Foot	British Thermal Units per Pound to Calories per Kilogramme	British Thermal Units per Cubic Foot to Calories per Cubic Meter
1	1 8	0 11236	0 556	8 898
2	3 6	22472	1 112	17 796
3	5 4	33708	1 668	26 694
4	7 2	44944	2 224	35 592
5	9 0	56180	2 780	44 490
6	10 8	67416	3 336	53 388
7	12 6	78652	3 892	62 286
8	14 4	89888	4 448	71 184
9	16 2	1 01124	5 004	80 082
10	18	1 1236	5 560	88 980
15	27	1 6854	8 340	133 470
20	36	2 2472	11 120	177 960
25	45	2 809	13 900	222 450
30	54	3 3708	16 680	266 940
35	63	3 9326	19 460	311 430
40	72	4 4944	22 240	355 920
45	81	5 0562	25 020	400 410
50	90	5 618	27 800	444 900
55	99	6 1798	30 580	489 300
60	108	6 7416	33 360	533 880
65	117	7 3034	36 140	578 370
70	126	7 8652	38 920	622 860
75	135	8 427	41 700	667 350
80	144	8 9868	44 480	711 840
85	153	9 5506	47 260	756 330
90	162	10 1124	50 040	800 820
95	171	10 6742	52 820	845 310
100	180	11 236	55 600	889 800
200	360	22 472	111 200	1779 600
300	540	33 708	116 800	2669 400
		44 944	222 400	359.200
400	720.	56 180	278	4419.
500	900	67 416	333 600	5339 200
600	1080	78 652	389 200	6228 600
700	1260.	89 888	444 800	7118 400
800	1440.	101 124	500 400	8008.200
900	1620.	112 36	556.	8898.
1000	1800.			

CONVERSION OF DEGREES CENTIGRADE AND FAHRENHEIT.

In the centigrade thermometer the freezing-point of water is taken as 0°, and on the Fahrenheit scale as 32°. The boiling-point of water is taken as 100° on the former and as 212° on the latter. This gives a range of 100 degrees between the freezing- and boiling-points of water on the centigrade scale, and of 180 degrees on the Fahrenheit scale, or a ratio of 1 to 1.8. Hence to change degrees centigrade to Fahrenheit, multiply the degrees centigrade by 1.8 and add 32 to the product; and to change degrees Fahrenheit to centigrade, subtract 32 from the degrees Fahrenheit and multiply the remainder by the reciprocal of 1.8 or 0.556.

In the following tables are tabulated for convenience of use the comparative values on the two scales.

CONVERSION OF THERMOMETRIC READINGS

Fahrenheit to Centigrade

F.	C	F	C	F.	C	F	C.
−40°	−40°	1°	−17 2°	41°	5 °	81°	27 2°
−39	−39 4	2	−16 6	42	5 5	82	27 7
−38	−38 8	3	−16 1	43	6 1	83	28 3
−37	−38 3	4	−15 5	44	6 6	84	28.8
−36	−37 7	5	−15	45	7 2	85	29.4
−35	−37 2	6	−14 4	46	7 7	86	30
−34	−36 6	7	−13 8	47	8 3	87	30 5
−33	−36 1	8	−13 3	48	8 8	88	31 1
−32	−35 5	9	−12 7	49	9 4	89	31 0
−31	−35	10	−12 2	50	10	90	32 2
−30	−34 4	11	−11 6	51	10 5	91	32 7
−29	−33 8	12	−11 1	52	11 1	92	33 3
−28	−33 3	13	−10 5	53	11 6	03	33 8
−27	−32 7	14	−10	54	12 2	94	34 4
−26	−32 2	15	− 9 4	55	12 7	95	35.
−25	−31 6	16	− 8 8	56	13 3	96	35 5
−24	−31 1	17	− 8 3	57	13 8	97	36 1
−23	−30 5	18	− 7 7	58	14 4	08	36 6
−22	−30	19	− 7 2	59	15	99	37 2
−21	−29 4	20	− 6 6	60	15 5	100	37 7
−20	−28 8	21	− 6 1	61	16 1	101	38 3
−19	−28 3	22	− 5 5	62	16 6	102	38 8
−18	−27 7	23	− 5	63	17 2	103	39 4
−17	−27 2	24	− 4 4	64	17 7	104	40.
−16	−26 6	25	− 3 8	65	18 3	105	40 5
−15	−26 1	26	− 3 3	66	18 8	106	41 1
−14	−25 5	27	− 2 7	67	19 4	107	41 6
−13	−25	28	− 2 2	68	21 1	108	42 2
−12	−24 4	29	− 1 6	69	20	109	42 7
−11	−23 8	30	− 1 1	70	20 5	110	43 3
−10	−23 3	31	− 0 5	71	21 6	111	43 8
− 9	−22 7	32	+ 0	72	22 2	112	44.4
− 8	−22 2	33	+ 0 5	73	22 7	113	45.
− 7	−21 6	34	1 1	74	23 3	114	45.5
− 6	−21 1	35	1 6	75	23 8	115	46.1
− 5	−20 5	36	2 2	76	24.4	116	46 6
− 4	−20	37	2 7	77	25	117	47 2
− 3	−19 4	38	3 3	78	25 5	118	47.7
− 2	−18 8	39	3 8	79	26.1	119	48.3
− 1	−18 3	40	4 4	80	26 6	120	48.8
0	−17 7						

WATER FACTORS.

U. S. gallons	× 8.33	= pounds
U. S. gallons	× 0.13368	= cubic feet
U. S. gallons	× 231.00	= cubic inches
U. S. gallons	× 0.83	= English gallons
U. S. gallons	× 3.78	= liters
English gallons (Imperial)	× 10	= pounds
English gallons (Imperial)	× 0.16	= cubic feet
English gallons (Imperial)	× 277.274	= cubic inches
English gallons (Imperial)	× 1.2	= U. S. gallons
English gallons (Imperial)	× 4.537	= liters
Cubic feet (of water) (39.1°)	× 62.425	= pounds
Cubic feet (of water) (39.1°)	× 7.48	= U. S. gallons
Cubic feet (of water) (39.1°)	× 6.232	= English gallons
Cubic feet (of water) (39.1°)	× 0.028	= tons
Cubic foot of ice	× 57.2	= pounds
Cubic inches of water (39.1°)	× 0.036024	= pounds
Cubic inches of water (39.1°)	× 0.004329	= U. S. gallons
Cubic inches of water (39.1°)	× 0.003607	= English gallons
Cubic inches of water (39.1°)	× 0.576384	= ounces
Pounds of water	× 27.72	= cubic inches
Pounds of water	× 0.01602	= cubic feet
Pounds of water	× 0.083	= U. S. gallons
Pounds of water	× 0.10	= English gallons
Tons of water	× 268.80	= U. S. gallons
Tons of water	× 224.00	= English gallons
Tons of water	× 35.90	= cubic feet
Ounces of water	× 1.735	= cubic inches

A column of water 1 inch square by 1 foot high weighs 0.434 pound.

A column of water 1 inch square by 2.31 feet high weighs 1.000 pound.

Water is at its greatest density at 39.2° F.

Sea water is 1.6 to 1.9 heavier than fresh.

One cubic inch of water makes approximately 1 cubic foot of steam at atmospheric pressure.

27222 cubic feet of steam at atmospheric pressure weigh 1 pound.

CHAPTER XXIII.

PIPE AND MISCELLANEOUS DATA.

THE formula generally used for calculating the capacity of a pipe for transmitting gas under low pressures not exceeding the head due to a few inches of water column is credited to Dr. Pole and is

$$Q=1350\sqrt{\frac{d^5h}{lg}},$$

where Q = cu ft. discharged at the exit end per hour;

d = internal diameter, inches,

h = pressure in inches of water column,

l = length of pipe in yards,

g = specific gravity of the gas, air = 1.

Prof S W Robinson of Columbus, Ohio, has deduced the following formula for high pressures, which is slightly in excess of the observed results:

$$V=48.4\frac{T_1}{\sqrt{T_2T_0}}\sqrt{\frac{d^5}{L}(p_1+p_2+30)\ (p_1-p_2)\frac{0.6}{g}},$$

where V = cubic feet per hour at atmospheric pressure and T_1;

T_1 = absolute temperature of storage = 461° + reading F°;

T_2 = absolute temperature of gas flowing in pipe-line reading F°;

T_0 = absolute temperature = 461° + 37° F = 498° (at maximum density of water);

d_5 = diameter of pipe-line in inches;

L = length of pipe-line in miles;

p_1 = gage pressure at entrance end of gas-main, pounds per square inch,

p_2 = gage pressure at exit end of main, pounds per square inch.

Some of the data found valuable in connection with pipe are given herewith in the following tables:

WROUGHT-IRON WELDED PIPE.

(1 in. diam. and below are butt-welded and tested to 300 lbs per sq in. hydraulic pressure; 1¼ in and above are lap-welded and tested to 500 lbs. per sq in hydraulic pressure.)

Inside Diameter	Outside Diameter	External Circumference	Length of Pipe per Sq. Ft of Outside Surface	Internal Area	External Area	Length of Pipe containing 1 Cubic Foot	Weight per Foot of Length	No of Threads per Inch per Screw	Contents in Gallons* per Foot.	Weight of Water per Foot of Length
Inch	Inch	Inches	Feet	Inches	Inches	Feet	Lbs			Lbs
⅛	0.40	1.272	9.440	0.012	0.129	2500.0	0.24	27	0.0006	0.005
¼	0.54	1.696	7.075	0.049	0.229	1385.0	0.42	18	0.0026	0.021
⅜	0.67	2.121	5.657	0.110	0.358	751.5	0.56	18	0.0057	0.047
½	0.84	2.652	4.502	0.196	0.554	172.4	0.84	14	0.0102	0.085
¾	1.05	3.299	3.637	0.441	0.866	270.0	1.12	14	0.0230	0.190
1	1.31	4.134	2.903	0.785	1.357	166.9	1.67	11½	0.0408	0.349
1¼	1.66	5.215	2.301	1.227	2.164	96.25	2.25	11½	0.0638	0.527
1½	1.9	5.969	2.01	1.767	2.835	70.65	2.69	11½	0.0918	0.760
2	2.37	7.461	1.611	3.141	4.430	42.36	3.66	11½	0.1632	1.356
2½	2.87	9.032	1.328	4.908	6.491	30.11	5.77	8	0.2550	2.116
3	3.5	10.996	1.091	7.068	9.621	19.49	7.54	8	0.3673	3.049
3½	4	12.566	0.955	9.621	12.566	14.56	9.05	8	0.4998	4.155
4	4.5	14.137	0.849	12.566	15.904	11.31	10.72	8	0.6528	5.405
4½	5	15.708	0.765	15.904	19.635	9.03	12.49	8	0.8263	6.851
5	5.56	17.475	0.629	19.635	24.299	7.20	14.56	8	1.020	8.500
6	6.62	20.813	0.577	28.274	34.471	4.98	18.76	8	1.469	12.312
7	7.62	23.954	0.505	38.484	45.663	3.72	23.41	8	1.999	10.662
8	8.62	27.096	0.444	50.265	58.426	2.88	28.34	8	2.611	21.750
9	9.68	30.433	0.394	63.617	73.715	2.26	34.67	8	3.300	27.500
10	10.75	33.772	0.355	78.540	90.792	1.80	40.61	8	4.081	34.000

* The Standard U S gallon of 231 cubic inches

Equation of Pipes.—It is frequently desired to know what number of pipes of a given size are equal in carrying capacity to one pipe of a larger size. At the same velocity of flow the volume delivered by two pipes of different sizes is proportional to the squares of their diameters; thus, one 4-inch pipe will deliver the same volume as four 2-inch pipes. With the same head, however, the velocity is less in the smaller pipe and the volume delivered varies about as the square root of the fifth power (i.e., as the 2.5 power). The following table has been calculated on this basis. The figures opposite the intersection of any two sizes is the number of the smaller-sized pipes required to equal one of the larger. Thus, one 4-inch pipe is equal to 5.7 2-inch pipes.

EQUATION OF PIPES.

Diam. Inches	1	2	3	4	5	6	7	8	9	10	12	14	10	18	20	24
2	5 7	1														
3	15.6	2 8	1													
4	32	5 7	2 1	1												
5	55 9	0 9	3 6	1.7	1											
6	88 2	15 6	5 7	2 8	1 6	1										
7	130	22 9	8 3	4 1	2 3	1 5	1									
8	181	32	11 7	5 7	3 2	2 1	1 4	1								
9	243	43	15 6	7 6	4 3	2 8	1 9	1 3	1							
10	316	55 9	20 3	0 9	5 7	3 6	2 4	1 7	1 3	1						
11	401	70 9	25 7	12 5	7 2	4 6	3 1	2 2	1 7	1 3						
12	499	88 2	32	15 6	8 9	5 7	3 8	2 8	2 1	1 6	1					
13	609	108	39 1	19	10 9	7 1	4 7	3 4	2 5	1 9	1 2					
14	733	130	47	22 0	13 1	8 3	5 7	4 1	3 0	2 3	1 5	1				
15	787	154	55 0	27 2	15 6	9 9	6 7	4 8	3 6	2 8	1 7	1 2				
16	. .	181	65 7	32	18 3	11 7	7 9	5 7	4 2	3 2	2 1	1 4	1			
17		211	76 4	37 2	21 3	13 5	9 2	6 6	4 9	3 5	2 4	1 6	1 2			
18	.... .	243	88 2	43	24 6	15 6	10 6	7 6	5 7	4 3	2 8	1 9	1 3	1		
19	.	278	101	49 1	28 1	17 8	12 1	8 7	6 5	5	3 2	2 1	1 5	1 1		
20	..	316	115	55 9	32	20 3	13 8	9 9	7 4	5 7	3 6	2 4	1 7	1 3	1	
22	......	401	146	70 9	40 6	25 7	17 5	12 5	9 3	7 2	4 6	3 1	2 2	1 7	1 3	
24	.	499	181	88 2	50.5	32	21 8	15 6	11 6	8 9	5 7	3 8	2 8	2 1	1 6	1
26	....	609	221	108	61 7	39 1	26 6	19	14 2	10 9	7 1	4 7	3 4	2.5	1 9	1 2
28	......	733	266	130	74 2	47	32	22 9	17 1	13 1	8 3	5 7	4 1	3	2 3	1 5
30	. ....	787	316	154	88 2	55 9	38	27 2	20 3	15 6	9 9	6 7	4 8	3 6	2 8	1 7
36	.....	.....	499	243	130	88 2	60	43	32	24 6	15 6	10 6	7 6	5 7	4 3	2 8
42	......	... .	733	357	205	130	88 2	63 2	47	36 2	19	15 6	11 2	8 3	6 4	4 1
48	.....	.....	......	499	256	181	123	88 2	62 7	50 5	32	21 8	15 6	11 6	8 9	5 7
54	.... .	.....	....	670	383	243	165	118	88 2	67 8	43	29 2	20 9	15 6	12	7 6
60	......	......	......	787	499	316	215	154	115	88 2	55 9	38	27 2	20 3	15 6	9 9

PIPING AND PIPE-FITTINGS.

The Crane Co. of Chicago, Ill., have conducted tests on piping, and some of the conclusions were presented in a paper before the Engine Builders' Association at the spring meeting, 1902, by J. B. Berryman. The following is abstracted:

Strength of Ordinary Commercial Pipe.—Tests of lengths taken at random out of stock: 8-in. stood 2000 lbs.; 10-in. 2300 lbs.; 12-in. 1500 lbs.; 16-in., $\frac{3}{8}$ in. thick, 800 lbs.; and 24-in., $\frac{3}{8}$ in. thick, 600 lbs per sq in without rupture or distortion. Thousands of pieces of 20-in. size and under have stood 800 lbs. per sq. in. Hence there is no reason why pipe heavier than standard should be used in power plants, except where water is bad and there may be corrosion

Flanged Joints.—Most of our orders are for screwed or shrunk flanges in the ratio of 85 screwed to 15 shrunk. We prefer the screwed joint and use the following lengths of thread, those first given being for pressures up to 125 lbs and those in last column for pressure up to 250 lbs.

Diameter, Pipe.	Thread Lengths.	
4-in.	$1\frac{7}{16}$	$1\frac{3}{4}$
6-in.	$1\frac{11}{16}$	2
8-in.	$1\frac{7}{8}$	$2\frac{3}{16}$
12-in.	$2\frac{3}{16}$	$2\frac{9}{16}$
16-in.	$2\frac{5}{16}$	$2\frac{7}{8}$
20-in.	$2\frac{3}{4}$	$3\frac{1}{4}$

Assuming a shearing strength of one-half tensile strength, the above proportions give a holding power fully three times ultimate strength of pipe. We have tested joints, starting with long threads on pipe, as per above table, and gradually cutting threads away. In no case were threads stripped, and results show that strength of joints was limited by strengths of the cast-iron flanges. On a 10-inch pipe threads were reduced until only 5 remained. Flanges broke at 650 pounds pressure, all threads remaining intact. A calculation of the amount of metal which would have to be sheared off before a joint parted will show that there is no likelihood of the threads stripping. Taking our standard length of thread, eight per inch, the results work out as follows:

Size	Length of Threads.	Metal in Contact, Square Inches.	Sectional Area of Full-weight Pipe.
8	$1\frac{7}{8}$	12	8.396
12	$2\frac{3}{16}$	77	11.579
$16\frac{3}{4}$	$2\frac{5}{16}$	116	18.41

Mess Crane made a great number of tests on 8-in. pipe, using regular wrought-iron couplings to demonstrate that long threads are not necessary to strength Final tests were made with barely 6 threads in contact, and $\frac{3}{4}$ inch length of threaded part The pipe was tested to 1000 pounds, the pressure being held a day without giving way The only object in using long threads is to make a tight joint and not to gain strength Pipe should be screwed clear through flange to guard against vibration and make a bearing for gasket on end of pipe and close thread against oxidizing action of steam Screw flange on by power until pipe projects $\frac{1}{16}$ in ; then face off end of pipe and face true with axis of pipe In making shrunk joints the pipe is rounded up and calipered, flange bored out to a shrinking-fit size, brought to red heat, the pipe slipped in and peened over

Facing Flanges.—Flanges are generally made with straight face finished smooth, straight face finished corrugated, male and female tongue and groove and $\frac{1}{16}$ in raised face inside bolt-holes For pressure of 180 lbs. or less our experiments show that a straight, concentrically corrugated face will hold a Rainbow or copper gasket Have made repeated tests with pressures up to 1000 pounds without blowing out the gasket

Flanges.—There are two recognized standards for flanges. One, for pressures up to 125 lbs , was adopted by a joint committee of the A S M E , the Master Steam Fitters' Association, and the manufacturers The other, for pressures up to 250 lbs , was adopted at a meeting of the manufacturers held in New York, June 28, 1901 and is generally referred to as the "Manufacturers' Standard "

Flanged Fittings.—We manufacture these in three weights for pressures up to 50, 125, and 250 lbs respectively The thickness of the body metal of each is as follows

Diameter Pipe	Light	Standard	Extra Heavy.
6-in		$\frac{9}{16}$	$\frac{3}{4}$
10-in		$\frac{3}{4}$	$\frac{15}{16}$
12-in	$\frac{1}{2}$	$\frac{13}{16}$	1
16-in	$\frac{5}{8}$	1	$1\frac{3}{16}$
20-in	$\frac{11}{16}$	$1\frac{1}{8}$	$1\frac{5}{16}$
24-in	$\frac{3}{4}$	$1\frac{1}{4}$	$1\frac{1}{2}$

These thicknesses give factors of safety of 10 or 12, when computed by the formula for pipes, which is desirable, since tests show that fittings burst at pressures less than indicated by theory.

Valves.—Valves are made of same thickness as the flanged

valves, 4-in. to 8-in., will burst at about 700 lbs.; 10-in. to 16-in. at about 600 lbs. The extra heavy valves, 4-in. to 8-in., burst at 1600 to 1900 lbs.; 10-in. to 16-in. at about 1200 to 1500. A medium valve is also made for pressures between those for which the standard and extra-heavy valves are designed. In all these cases the valves were of the solid wedge type, and it was found that their disks would stand about 80 per cent. of the bursting pressure without leaking. It would not be possible to obtain equivalent results from parallel-seated double-disk valves, as their disks have comparatively light faces, set out by an internal wedging mechanism, and will spring under pressure. It is not considered desirable to rib the bodies of heavy valves owing to unequal strains. For high pressures use valves without outside screw and yoke.

Pipe-bends.—Unless of very short radius, they are generally made of standard pipe for pressures of 125 pounds or less, full-weight pipe up to 175 pounds, and extra-heavy pipe for higher pressures.

WHITWORTH'S SCREW-THREADS.

GAS- AND WATER-PIPING

Diameter of Piping		Diameter at Bottom of Thread	No. of Threads per Inch	Diameter of Piping		Diameter at Bottom of Thread.	No. of Threads per Inch.
Internal	External			Internal	External		
1/8	0 3825	0 3367	28	1 7/8	2 245	2 1285	11
1/4	0 518	0 4506	19	2	2 347	2.2305	11
3/8	0 6563	0 5889	19	2 1/8	2 467	2.3505	11
1/2	0 8257	0 7342	14	2 1/4	2 5875	2.4710	11
5/8	0 9022	0 8107	14	2 3/8	2 794	2 3775	11
3/4	1 011	0 9195	14	2 1/2	3 0013	2 8818	11
7/8	1 189	1 0075	11	2 5/8	3 124	3 0075	11
1	1 309	1 1925	11	2 3/4	3 217	3 1305	11
1 1/8	1 492	1 3755	11	2 7/8	3 367	3 2505	11
1 1/4	1 650	1 5335	11	3	3 485	3.3685	11
1 3/8	1 745	1 6285	11	3 1/4	3 6985	3.5820	11
1 1/2	1 8825	1 7660	11	3 1/2	3 912	3 7055	11
1 5/8	2 021	1 9045	11	3 3/4	4 1255	4.0090	11
1 3/4	2.047	1 9305	11	4	4.339	4.2225	11

ELEMENTS OF STANDARD PIPE SECTIONS

Nominal Size, Inches N	Tap Drill T	Outside Diameter D	Internal Diameter d	Internal Area, Square Inch a	Area of Metal, Sq In A	Moment of Inertia I	Section Modulus $\frac{I}{\frac{1}{2}D}$	Radius of Gyration R	Square of Radius of Gyration R^2	Weight per Foot in Pounds W	Threads per Inch t
1/8	11/32	0 405	0 27	0 0573	0 072	0 001	0 005	0 122	0 015	0 241	27
1/4	7/16	0 54	0 364	0 1041	0 125	0 003	0 012	0 163	0 027	0 420	18
3/8	9/16	0 675	0 494	0 1917	0 166	0 007	0 022	0 209	0 044	0 559	18
1/2	23/32	0 84	0 623	0 3048	0 249	0 017	0 041	0 262	0 068	0 837	14
3/4	15/16	1 05	0 824	0 5333	0 333	0 037	0 071	0 334	0 111	1 12	14
1	1 3/16	1 315	1 048	0 8626	0 495	0 107	0 162	0 343	0 118	1 68	11½
1¼	1½	1 66	1 38	1 496	0 668	0 195	0 235	0 540	0 291	2 21	11½
1½	1¾	1 9	1 611	2 038	0 797	0 309	0 325	0 681	0 463	3 68	11½
2	2¼	2 375	2 067	3 356	1 07	0 666	0 561	0 787	0 620	4 61	11½
2½	2 11/16	2 875	2 468	4 781	1 71	1 53	1 07	0 947	0 898	5 74	8
3	3 5/16	3 5	3 007	7 388	2 24	3 02	1 73	1 16	1 35	7 54	8
3½	3 13/16	4 0	3 548	9 887	2 68	4 79	2 39	1 34	1 79	9 00	8
4	4 5/16	4 5	4 026	12 73	3 17	7 23	3 21	1 51	2 28	10 7	8
4½		5 0	4 508	15 96	3 67	10 41	4 16	1 68	2 83	12 3	8
5	.	5 563	5 045	19 99	4 32	15 2	5 47	1 88	3 52	14 5	8
6	.	6 625	6 065	28 89	5 58	28 2	8 50	2 25	5 04	18 8	8
7	.	7 625	7 023	38 74	6 93	46 5	12 2	2 59	6 72	23 3	8
8	..	8 625	7 982	50 01	8 39	72 4	16 8	2 94	8 63	28 2	8
9	. .	9 625	8 937	62 73	10 03	108.	22 9	3 28	10 8	33 7	8
10	. ..	10 75	10 019	78 84	11 92	161.	29 9	3 67	13 5	40 1	8
11	. ..	12 00	11 25	99 40	13 70	232	38 6	4 12	16 9	46 0	8
12	....	12 75	12 00	113 1	14 58	279.	42 8	4 38	19 2	49 0	8
14 O. D.	....	14 00	13 25	137 9	16 05	373.	53 3	4 82	23 2	53 9	8
15 O. D.	....	15.00	14 25	159 5	17 23	461.	61 5	5 15	26 5	57 9	8
16 O D.	. .	16 00	15 25	182 6	18 41	562.	70.3	5 53	30 5	61 8	8

ELEMENTS OF EXTRA-STRONG PIPE SECTIONS

Nominal Size, Inches N	Outside Diameter D	Internal Diameter d	Internal Area, Sq. In. a	Area of Metal Sq. In. A	Moment of Inertia I	Section Modulus $\frac{I}{\frac{1}{2}D}$	Radius of Gyration R	Square of Radius of Gyration R^2	Weight per Foot in Pounds W
1/8	0.405	0.205	0.033	0.086	0.001	0.006	0.114	0.013	0.29
1/4	0.54	0.294	0.068	0.161	0.004	0.014	0.151	0.024	0.54
3/8	0.675	0.425	0.139	0.219	0.009	0.025	0.200	0.040	0.74
1/2	0.84	0.542	0.231	0.323	0.020	0.048	0.250	0.062	1.09
3/4	1.05	0.736	0.452	0.414	0.045	0.086	0.321	0.103	1.39
1	1.315	0.951	0.710	0.618	0.107	0.162	0.406	0.165	0.217
1¼	1.66	1.272	1.27	0.893	0.244	0.270	0.523	0.273	3.00
1½	1.9	1.491	1.75	1.08	0.395	0.416	0.605	0.365	3.63
2	2.375	1.933	2.94	1.50	0.677	0.738	0.766	0.586	5.02
2½	2.875	2.315	4.21	2.28	1.91	1.35	0.923	0.852	7.67
3	3.5	2.892	6.57	3.05	3.93	2.28	1.14	1.29	10.3
3½	4.0	3.358	8.86	3.71	6.33	3.16	1.31	1.70	12.5
4	4.5	3.818	11.45	4.45	9.72	4.32	1.48	2.18	15.0
5	5.563	4.813	18.19	6.12	20.7	7.43	1.84	3.38	20.5
6	6.625	5.750	25.97	8.51	40.9	12.4	2.19	4.81	28.6

ELEMENTS OF DOUBLE EXTRA-STRONG PIPE SECTIONS

Nominal Size, Inches N	Outside Diameter D	Internal Diameter d	Internal Area, Sq. In. a	Area of Metal Sq. In. A	Moment of Inertia I	Section Modulus $\frac{I}{\frac{1}{2}D}$	Radius of Gyration R	Square of Radius of Gyration R^2	Weight per Foot in Pounds W
1/2	0.84	0.244	0.047	0.507	0.024	0.058	0.213	0.048	1.70
3/4	1.05	0.422	0.139	0.727	0.058	0.111	0.283	0.080	2.44
1	1.315	0.587	0.271	1.09	0.141	0.214	0.360	0.130	3.65
1¼	1.66	0.885	0.615	1.55	0.343	0.413	0.471	0.221	5.20
1½	1.9	1.088	0.93	1.01	0.571	0.601	0.547	0.300	6.40
2	2.375	1.491	1.74	2.69	1.32	1.11	0.701	0.491	9.02
2½	2.875	1.755	2.42	4.07	2.89	2.01	0.842	0.709	13.7
3	3.5	2.284	4.10	5.52	6.03	3.45	1.05	1.09	18.6
3½	4.0	2.716	5.79	6.77	9.90	4.05	1.21	1.46	22.7
4	4.5	3.136	7.72	8.18	15.4	6.84	1.37	1.88	27.5
5	5.563	4.063	12.97	11.31	33.6	12.1	1.72	2.06	38.1
6	6.625	4.875	18.67	15.90	66.0	20.2	2.06	4.23	53.1

STANDARD WROUGHT-IRON AND STEEL-PIPE DIMENSIONS

(Pipes 1¼ in diam and smaller are butt welded, 1½ in diam and larger are lap welded)

Size, Diam Inches	Thickness of Wall, Inches	Area of Opening Sq Inches	Actual Outside Diameter, Inches	Nominal Weight per Foot, Lbs	Number of Threads per Inch of Screw
⅛	0.068	0.0573	0.405	0.24	27
¼	0.088	0.1041	0.54	0.42	18
⅜	0.091	0.1917	0.675	0.56	18
½	0.109	0.3048	0.84	0.84	14
¾	0.113	0.5333	1.05	1.12	14
1	0.134	0.8626	1.315	1.67	11½
1¼	0.140	1.496	1.66	2.24	11½
1½	0.145	2.038	1.9	2.68	11½
2	0.154	3.356	2.375	3.61	11½
2½	0.204	4.784	2.875	5.74	8
3	0.217	7.388	3.5	7.54	8
3½	0.226	9.887	4	9	8
4	0.237	12.73	4.5	10.66	8
4½	0.246	15.961	5	12.49	8
5	0.259	19.99	5.563	14.5	8
6	0.28	28.888	6.625	18.70	8
7	0.301	38.738	7.625	23.27	8
8	0.322	50.04	8.625	28.18	8
9	0.344	62.73	9.625	33.7	8
10	0.366	78.839	10.75	40	8
11	0.375	95.033	11.75	45	8
12	0.375	113.098	12.75	49	8
13	0.375	137.887	14	54.	8
14	0.375	159.485	15.	58	8
15	0.375	187.04	16.	62.	8

WEIGHT OF MALLEABLE-IRON FITTINGS FOR GAS-PIPE.

Size, Inches	Lbs per Hundred
Elbows, 90 Degrees.	
⅛	8
¼×⅛	7½
¼	8½
⅜×¼	14½
⅜×⅛	14
⅜	15
½×¼	22½
½×⅜	19½
½	22
¾×⅜	31
¾×½	35
¾	33½
1×½	47½
1×¾	45
1	42½
1¼×¾	83
1¼×1	88½
1¼	76
1½×¾	102½
1½×1	94½
1½×1¼	101
1½	105
2×1¼	170
2×1½	169
2	169½
Elbows, 45 Degrees.	
8	12½
½	116½
¾	31
1	49
1¼	83½
1½	118
2	170
Street Elbows	
⅜	16
½	26
¾×½	41
¾	47
1×¾	72
1	73
1¼×1	107
1¼	114
1½×1¼	153
1½	158
2×1½	229
2	260
Short Female Drop Elbows.	
¼	13
⅜×½	22
⅜	19
½×⅜	27
½	27
¾×½	40½
¾	41½
Short Male and Female Drop Elbows	
⅜×¼	12
½×⅜	16½
½	26
Long Male and Female Drop Elbows	
½×⅜	16
½	26
Side Outlet Elbows.	
⅜×⅜×¼	12
⅜	16
½×½×⅜	19½
½	29
¾×¾×⅜	37
¾×¾×½	38
¾	40
1×1×⅜	48
1×1×½	49½
1×1×¾	51½
1	55½
1¼×1¼×1	87
1¼	91½
Tees	
⅛	9
¼×⅛	8
¼×⅜	9½
¼	12
¼×⅜	16
⅜×¼×¼	15
⅜×¼×⅜	18½
⅜×⅛	16
⅜×¼	15
⅜	16½
⅜×½	24
⅜×¾	27
½×¼×⅜	15½
Tees.	
½×½×¼	22
½×⅜×¼	20
½×⅜×⅜	24½
½×⅜×½	26½
½×½×¾	32½
½×¼	21
½×⅜	21¾
½	26
½×¾	29½
½×1	31½
½×1¼	75
¾×⅜×⅜	29
¾×⅜×½	35½
¾×⅜×¾	30½
¾×⅜×1	30
¾×½×⅜	33
¾×½×½	29
¾×½×¾	34
¾×½×¾	38
¾×½×1	30½
¾×½	20½
¾×⅜	30½
¾×½	34
¾	41
¾×1	34
¾×1¼	64
¾×1½	69
1×⅜×½	44½
1×½×⅜	47½
1×⅜×1	51
1×⅜×1¼	67½
1×½×⅜	37½
1×½×½	42
1×½×¾	40½
1×½×1	48
1×½×1¼	68
1×¾×½	39½
1×¾×½	41
1×¾×¾	38
1×¾×1	49
1×¾×1¼	67½
1×⅜	37
1×½	35
1×½	41½
1×¾	50½
1	53
1×1¼	60½

WEIGHT OF MALLEABLE-IRON FITTINGS FOR GAS-PIPE—*Continued*

Tees.

Size, Inches.	Lbs. per Hundred
1×1¼	109
1¼×⅜×1	83
1¼×⅜×1¼	89
1¼×½×1	83
1¼×½×1¼	94
1¼×¾×¾	67
1¼×¾×1	72
1¼×¾×1¼	89
1¼×1×⅜	56
1¼×1×½	47
1¼×1×¾	65
1¼×1×1	74
1¼×1×1¼	92
1¼×1×1½	109
1¼×⅜	63
1¼×½	66
1¼×¾	71
1¼×1	80
1¼	90
1¼×1½	89
1½×½×1	91
1½×½×1½	113½
1½×¾×1¼	90
1½×¾×1½	114
1½×1×¾	81
1½×1×1	91
1½×1×1¼	94
1½×1×1½	109
1½×1¼×¾	82
1½×1¼×1	91
1½×1¼×1¼	96
1½×1¼×1½	110
1½×⅜	85
1½×½	77½
1½×¾	91½
1½×1	102
1½×1¼	102
1½	126
1½×2	131½
2×½×2	250
2×¾×2	203
2×1×2	221
2×1¼×1¼	172
2×1¼×1½	146
2×1¼×2	203
2×1½×1¼	155
2×1½×1½	169
2×1½×2	214
2×⅜	118
2×½	120
2×¾	107
2×1	130
2×1¼	152
2×1½	154
2	107

Side Outlet Tees

Size, Inches.	Lbs. per Hundred
½	28½
¾	46
1	56½
1¼	102

Female Drop Tees

Size, Inches.	Lbs. per Hundred
⅜	15½
½×⅜×½	20½
½×½×⅜	21
½	16
¾×⅜×½	21
¾×½×⅜	27
½×½×¾	26½
¾×½×¾	16
¾	33
½×¾×½	31
¾×½×¾	37½
¾×¾×½	35
¾×¾×¾	34
¾×¾×½	42
1	49½
1×¾×¾	46
1×1×⅜	43
1×1×½	58
1×1×¾	63

Male and Female Drop Tees

Size, Inches.	Lbs. per Hundred
½×½×⅜	17
⅜×½×⅜	14½
½	18½
½×¾×⅜	18¾
½×½×¾	26
¾×½×¾	33
¾×¾×¾	36
1×¾×¾	41
1×1×¾	37
¾ with 2½" drop	25½

Male and Female Extension Pieces.

Size, Inches.	Lbs. per Hundred
⅜	9½
½	15
¾	22½
1	32½

R. H. Couplings.

Size, Inches.	Lbs. per Hundred
⅛	4½
¼	7
⅜	10½
½	17
¾	25
1	40½
1¼	53
1½	80
2	127

R. & L. Couplings.

Size, Inches.	Lbs. per Hundred
¼	0
⅜	13
½	17½
¾	29
1	50½
1¼	72
1½	106
2	152

Reducing Couplings

Size, Inches.	Lbs. per Hundred
¼×⅛	6½
⅜×⅛	9
⅜×¼	7½
½×¼	12
½×⅜	14
¾×¼	21
¾×⅜	21
¾×½	22
1×½	33
1×¾	33
1×½	36

WEIGHT OF MALLEABLE-IRON FITTINGS FOR GAS-PIPE—*Continued.*

Size, Inches	Lbs per Hundred	Size, Inches	Lbs per Hundred	Size, Inches	Lbs per Hundred.
REDUCING COUPLINGS		CROSSES		CLOSE PATENT RETURN BENDS.	
1×¾	31	¾×½	38½	½	30½
1¼×⅜	54½	¾	37½	¾	51
1¼×½	53	1×½×¾	37	1	88
1¼×¾	47	1×¾×¾	39	1¼	152
1¼×1	53	1×¾×½	50½	1½	228
1½×½	68	1×¾×1	54½	2	333
1½×¾	69	1×¾	42	OPEN PATENT RETURN BENDS	
1½×1	59	1×½	32	½	35
1½×1¼	70	1×⅜	37	¾	101
2×⅜	85	1	39	1	134
2×½	90	1¼×1×¾	73½	1¼	202½
2×¾	102	1¼×1×1	83	1½	251
2×1	123½	1¼×¾	65	2	454
2×1¼	91	1¼×½	71½	LOCK-NUTS	
2×1½	108½	1¼×¾	86	¼	3
		1¼×1	92	⅜	3½
CROSSES		1¼	100	½	7½
⅜	13½	1¼×1¼×1½	92	¾	11½
⅜×¼	10	1½×¾	85	1	19
½	19½	1½×½	87	1¼	27
½×⅜×½	22	1½×¾	108	1½	34
½×½×⅜	23½	1½×1	100	2	48½
½×⅜×⅜	25	1½×1¼	121	CAPS.	
½×¼	13½	1½	142	¼	5½
½×⅜	23½	2×½	101	⅜	8
¾	29½	2×¾	122	½	11½
¾×½×¾	34½	2×1	118	¾	19
¾×¾×½	26	2×1¼	162	1	30
¾×½×½	30½	2×1½	149	1¼	40
¾×½	32	2	218	1½	70
				2	97

DIMENSIONS OF FLANGE PIECES

Internal Diam of Pipe	Thickness of Pipe	Thickness of Flange Finished	Outside Diam of Flange	Diameter of Bolt Circle	Number of Bolts	Diameter of Bolt-holes	Diameter of Bolts	Length of Bolts	Distance, A	Radius, R.
Ins	Ins	Ins	Ins	Ins		Ins	Ins	Ins	Ins	Ins
30	¾	1¼	37½	34½	20	1	⅞	4	25	7
24	¾	1⅛	31	28¾	16	⅞	¾	4	22	7
20	⅝	1⅛	27	24½	16	⅞	¾	4	20	7
16	⅝	1	22½	20	12	⅞	¾	3	17	6
12	$\frac{9}{16}$	⅞	18	15¾	8	⅞	¾	2¾	11	5
10	½	⅞	16	13¾	8	⅞	¾	2½	12	4
8	$\frac{15}{32}$	¾	11	11¾	8	¾	⅝	2½	10	4
6	⅜	¾	11	9½	4	¾	⅝	2½	8	3
4	⅜	¾	9	9¼	4	¾	⅝	2½	6	2
4	$\frac{5}{16}$	⅝	7½	5¾	4	⅝	½	2	5	2

WEIGHT AND THICKNESS OF LEAD PIPE

Caliber	Mark	Weight per Foot		Thickness	Mean Bursting Pressure	Safe Working Pressure.
In.		Lb	Oz	In	Lbs per Sq In	Lbs per Sq In.
3/8	AAA	1	12	0 180	1968	492
3/8	AA	1	5	0 150	1627	406
3/8	A	1	2	0 130	1381	347
3/8	B	1	0	0 125	1342	335
3/8	C	0	14	0 110	1187	296
3/8	....	0	10	0 087	1085	271
7/16	...	0	9½	0 080	775	193
1/2	AAA	3	0	0 250	1787	446
1/2	...	2	8	0 225	1655	413
1/2	AA	2	0	0 180	1393	343
1/2	A	1	10	0 160	1285	321
1/2	B	1	3	0 125	980	245
1/2	C	1	0	0 100	782	195
1/2	D	0	9	0 065	468	117
1/2	..	0	10	0 070	556	139
1/2	..	0	12	0 090	625	156
5/8	AAA	3	8	0 230	1548	387
5/8	AA	2	12	0 210	1380	345
5/8	A	2	8	0 180	1152	288
5/8	B	2	0	0 160	987	246
5/8	C	1	7	0 117	795	198
5/8	D	1	4	0 100	708	177
3/4	AAA	4	14	0 290	1463	365
3/4	AA	3	8	0 225	1225	306
3/4	A	3	0	0 190	1072	268
3/4	B	2	3	0 150	865	216
3/4	C	1	12	0 125	782	195
3/4	D	1	3	0 090	505	126
1	AAA	6	0	0 300	1230	307
1	AA	4	8	0 230	910	227
1	A	4	0	0 210	857	214
1	B	3	4	0 170	745	186
1	C	2	8	0 140	562	140
1	D	2	4	0 125	518	129
1	E	2	0	0 100	475	118
1		1	8	0 090	325	81
1¼	AAA	6	12	0 275	962	240
1¼	AA	5	12	0 250	823	205
1¼	A	4	11	0 210	685	171
1¼	B	3	11	0 170	546	136

WEIGHT AND THICKNESS OF LEAD PIPE—*Continued*

Caliber	Mark.	Weight per Foot		Thickness.	Mean Bursting Pressure.	Safe Working Pressure
In		Lb.	Oz.	In.	Lbs. per Sq In	Lbs. per Sq. In.
1¼	C	3	0	0.135	420	105
1¼	D	2	8	0.125	350	87
1¼	. . .	2	0	0.095	322	80
1½	AA	8	0	0.290	742	185
1½	AA	7	0	0.250	700	175
1½	A	6	4	0.220	628	157
1½	B	5	0	0.180	506	126
1½	C	4	4	0.150	430	107
1½	D	3	8	0.140	315	78
1½	. . .	3	0	0.120	245	61
1¾	B	5	0	.....	...	116
1¾	C	4	0	.....	...	93
1¾	D	3	10	0.125	318	79
2	AAA	10	11	0.300	611	152
2	AA	8	14	0.250	511	127
2	A	7	0	0.210	405	101
2	B	6	0	0.190	360	90
2	C	5	0	0.160	260	65
2	D	4	0	0.090	200	50

WEIGHTS OF STANDARD GAS-PIPE.

Internal Diameter in Inches.	Thickness of Shell in Inches.	Weight per Foot in Pounds.	Weight per Pipe in Pounds.	Laid Length.
2	3/16	6	48	8
3	3/16	12½	150	12
4	¼	17	204	12
5	5/16	24	288	12
6	5/16	30	360	12
8	5/16	40	480	12
10	5/16	50	600	12
12	½	70	840	12
14	½	84	1000	12
16	9/16	100	1200	12
18	11/16	134	1600	12
20	11/16	150	1800	12
24	¾	181	2200	12

APPROXIMATE SQUARE FEET OF RADIATING SURFACE OF PIPE PER LINEAL FOOT

(On all lengths over one foot fractions less than tenths are added to or dropped)

Length of Pipe	Diameter of Pipe											
	1	1	1¼	1½	2	2½	3	4	5	6	7	8
1	.273	.346	.434	.494	.622	.753	.916	1.175	1.455	1.739	1.996	2.257
2	0.5	0.7	0.9	1	1.2	1.5	1.8	2.4	2.9	3.5	4	4.5
3	0.8	1	1.3	1.5	1.9	2.3	2.7	3.5	4.4	5.2	6	6.8
4	1.1	1.4	1.7	2	2.5	3	3.6	4.7	5.8	7	8	9
5	1.4	1.7	2.2	2.4	3.1	3.8	4.6	5.8	7.3	7.7	16	11.3
6	1.6	2.1	2.6	2.9	3.7	4.5	5.5	7	8.7	10.5	12	13.5
7	1.9	2.4	3	3.4	4.4	5.3	6.4	8.2	16.2	12.1	14	15.8
8	2.2	2.8	3.5	3.9	5	6	7.3	9.4	11.6	13.9	16	18.
9	2.5	3.1	3.9	4.4	5.6	6.8	8.2	10.6	13.1	15.7	18	26.3
10	2.7	3.5	4.3	4.9	6.2	7.5	9.1	11.8	14.6	17.4	20	22.6
11	3	3.8	4.8	5.4	6.8	8.3	10	12.9	16	19.1	22	24.9
12	3.3	4.1	5.2	5.9	7.5	9	11	14.1	17.4	20.9	24	27.1
13	3.6	4.5	5.6	6.4	8.1	9.8	11.9	15.3	18.9	22.6	26	29.4
14	3.8	4.8	6.1	6.9	8.7	10.5	12.8	16.5	20.3	24.3	28	31.6
15	4.1	5.2	6.5	7.4	9.3	11.3	13.7	17.6	21.8	26.1	30	33.9
16	4.4	5.5	6.9	7.9	10	12	14.6	18.8	23.2	27.8	32	36.1
17	4.7	5.9	7.4	8.4	10.6	12.8	15.5	20	24.7	29.5	34	38.4
18	5	6.2	7.8	8.9	11.2	13.5	16.5	21.2	26.2	31.3	36	40.6
19	5.2	6.6	8.3	9.4	11.8	14.3	17.4	22.3	27.6	33.1	38.	42.9
26	5.5	6.9	8.7	9.9	12.5	15	18.3	23.5	29.1	34.8	40	45.2
21	5.8	7.3	9.1	10.4	13	15.8	19.2	24.7	30.5	36.5	42	47.4
22	6	7.6	9.6	10.9	13.7	16.5	20.2	25.9	32	38.3	44	49.7
23	6.3	8	10	11.3	14.3	17.3	21.1	27	33.5	40	46	52.
24	6.6	8.3	10.4	11.9	14.9	18	22	28.2	34.9	41.7	48	54.2
25	6.9	8.6	10.9	12.3	15.6	18.8	22.9	29.3	36.3	43.5	50	56.4
26	7.1	9	11.3	12.8	16.2	19.5	23.8	30.5	37.8	45.2	52	58.6
27	7.4	9.4	11.7	13.3	16.8	20.3	24.7	31.7	39.3	47	54.	61.
28	7.7	9.7	12.2	13.8	17.4	21	25.6	32.9	40.7	48.7	56	63.2
29	8	10	12.6	14.3	18	21.8	26.6	34.1	42.2	50.4	58	65.5
30	8.3	10.4	13	14.8	18.7	22.5	27.5	35.3	43.6	52.1	60	67.7
31	8.5	10.7	13.5	15.3	19.3	23.3	28.4	36.4	45.1	53.9	62	70.
32	8.8	11.1	13.9	15.8	19.9	24.1	29.3	37.6	46.5	55.6	61	72.2
33	9.1	11.4	14.3	16.3	20.5	24.8	30.2	38.8	48	57.4	66	74.4
34	9.4	11.7	14.7	16.8	21.2	25.6	31.1	40	49.5	59.1	68	76.7
35	9.6	12.1	15.2	17.3	21.8	26.3	32.	41.1	50.9	60.8	70	79.
36	9.9	12.5	15.6	17.8	22.4	27	33	42.3	52.4	62.6	72	81.3
37	10.2	12.8	16.1	18.3	23	27.8	33.9	43.5	53.8	64.3	74	83.5
38	10.5	13.2	16.5	18.8	23.7	28.5	34.8	44.6	55.2	66.	76.	85.8
39	10.7	13.5	16.9	19.3	24.3	29.3	35.7	45.5	56.7	67.8	78	88.
40	11.	13.8	17.4	19.8	24.9	30.1	36.6	47.	58.2	69.5	80	90.2

APPROXIMATE SQUARE FEET OF RADIATING SURFACE OF PIPE PER LINEAL FOOT—*Continued*

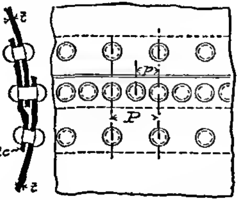
Length of Pipe	Diameter of Pipe											
	¾	1	1¼	1½	2	2½	3	4	5	6	7	8
41	11 3	14 2	17 8	20 3	25 5	30 8	37 6	48 2	59 6	71 3	82	92 5
42	11 5	14 5	18 2	20 8	26 1	31 6	38.5	49.4	61.1	73.	84	94 8
43	11 8	14 9	18 7	21 3	26 8	32 3	39.4	50 6	62.5	74 8	86	97.
44	12 1	15 2	19 1	21 8	27 4	33 1	40.3	51 7	64.	76 5	88.	99.3
45	12 4	15 6	19 5	22 2	28	33 8	41.2	52 9	65 5	78 2	90	101 6
46	12 7	15 9	20	22 7	28 6	34 6	42 2	54.	67	80.	92	103 8
47	12 9	16 3	20 4	23 2	29 2	35 3	43.	55 2	68 4	81 7	94	106.
48	13 2	16 6	20 8	23 7	29 9	36 1	43 9	56 4	69.8	83 5	96.	108.4
49	13 5	17	21 3	24 2	30 5	36 8	44 8	57.6	71 2	85.1	98.	110 5
50	13 8	17 3	21 7	24 7	31 1	37.6	45 8	58 7	72.7	87.	100	112.8

SINGLE-RIVETED LAP-JOINT WITH INSIDE COVER-PLATE.

(1) Resistance to tearing between outer row of rivets $=(P-d)tT$.

(2) Resistance to tearing between inner row of rivets and shearing outer row of rivets $(P-2d)tT+\frac{\pi d^2}{4}S$.

(3) Resistance to shearing three rivets $\frac{3\pi d^2}{4}S$.



(4) Resistance to crushing in front of three rivets $=3tdC$.

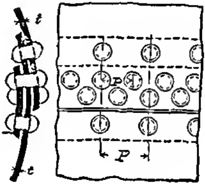
(5) Resistance to tearing at inner row of rivets and crushing in front of one rivet in outer row $=(p-2d)T+tdC$.

DOUBLE-RIVETED LAP-JOINT WITH INSIDE COVER-PLATE

(1) Resistance to tearing at outer row of rivets $=(P-d)tT$.

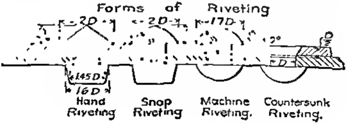
(2) Resistance to shearing four rivets $=\frac{4\pi d^2}{4}S$.

(3) Resistance to tearing at inner row and shearing outer row of rivets $=(P-1\frac{1}{2}d)tT+\frac{\pi d^2}{4}S$



(4) Resistance to crushing in front of four rivets $=4tdC$.

(5) Resistance to tearing at inner row of rivets and crushing in front of one rivet $=(P-1\frac{1}{2}d)tT+tdC$



TENSILE STRENGTH OF PLATE PER ONE INCH OF WIDTH.

Thickness	Tensile Strength per Square Inch				
	50,000	55,000	60,000	65,000	70,000
$\frac{1}{16}$	3125	3437	3750	4062	4375
$\frac{1}{8}$	6250	6875	7500	8125	8750
$\frac{3}{16}$	9375	10312	11250	12187	13125
$\frac{1}{4}$	12500	13750	15000	16250	17500
$\frac{5}{16}$	15625	17187	18750	20312	21875
$\frac{3}{8}$	18750	20625	22500	24375	26250
$\frac{7}{16}$	21875	24062	26250	28437	30625
$\frac{1}{2}$	25000	27500	30000	32500	35000
$\frac{9}{16}$	28125	30937	33750	36562	39375
$\frac{5}{8}$	31250	34375	37500	40625	43750
$\frac{11}{16}$	34375	37812	41250	44687	48125
$\frac{3}{4}$	37500	41250	45000	48750	52500
$\frac{13}{16}$	40625	44687	48750	52812	56875
$\frac{7}{8}$	43750	48125	52500	56875	61250
$\frac{15}{16}$	46875	51562	56250	60937	65625
1	50000	55000	60000	65000	70000

SHEARING STRENGTH OF RIVETS (SINGLE SHEAR)

Diameter of Rivet	Area of Cross-section	Shearing Strength per Square Inch.				
		30,000	35 000	40,000	45,000	50,000
$\frac{3}{8}$	0 1104	3312	3864	4416	4968	5520
$\frac{1}{2}$	0 1963	5889	6870	7852	8833	9815
$\frac{5}{8}$	0 3068	9204	10738	12272	13806	15340
$\frac{3}{4}$	0 4418	13254	15463	17672	19881	22090
$\frac{7}{8}$	0 6013	18039	21045	24052	27058	30065
1	0 7854	23562	27489	31416	35343	39270

CRUSHING STRENGTH OF RIVETS

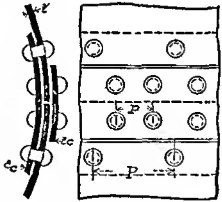
The crushing strength of rivets and plates, in joints that fail by crushing, is found by experiment to be high and irregular In some cases it has amounted to 150,000 lbs. per square inch; in a few tests it has been less than 85,000 lbs. per square inch A value of 95,000 lbs. may be used with safety for general calculations.

DOUBLE-RIVETED BUTT-JOINT.

(1) Resistance to tearing at outer row of rivets $=(P-d)tT$.

(2) Resistance to shearing two rivets in double shear and one in single shear $=\frac{5\pi d^2}{4}S$

(3) Resistance to tearing at inner row of rivets and shearing one of the outer row of rivets $=(P-2d)tT+\frac{\pi d^2}{4}S$



(4) Resistance to crushing in front of three rivets $=3tdC$.

(5) Crushing in front of two rivets and shearing one rivet $=2tdC+\frac{\pi l^2}{4}S$.

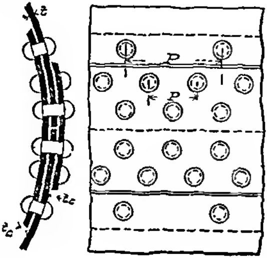
TRIPLE-RIVETED BUTT-JOINT.

(1) Resistance to tearing at outer row of rivets $=(P-d)tF$.

(2) Resistance to shearing four rivets in double shear and one in single shear $=\frac{9\pi d^2}{4}S$

(3) Resistance to tearing at middle row of rivets and shearing one rivet $=(P-2d)tF+\frac{\pi d^2}{4}S$.

(4) Resistance to crushing in front of four rivets and shearing one rivet $=4dtC+\frac{\pi d^2}{4}S$.



(5) Resistance to crushing in front of five rivets $4dtC+dt_cC$.

FAILURE OF RIVETED JOINTS.

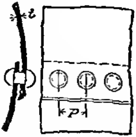
A riveted joint may fail by shearing the rivets, tearing the plate between the rivets, crushing the rivets or plate, or by a combination of two or more of the above causes.

To determine the efficiency of a riveted joint, calculate the breaking strength by the different ways in which it may fail. That method of failure giving the least result will show the actual strength of the joint. If this equals S_R, and S = tensile strength of the solid plate, then efficiency $=\frac{S_R}{S}$.

NOMENCLATURE.

d = diameter of rivets;
t = thickness of plate;
t_c = thickness of cover-plates;
p = pitch of inner row of rivets;
P = pitch of outer row of rivets;
S = shearing strength of rivets;
T = tensile strength of plate.
C = crushing strength of rivets.

SINGLE-RIVETED LAP-JOINT.

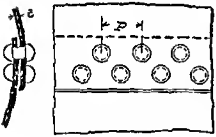


(1) Resistance to shearing one rivet $=\frac{\pi d^2}{4}S$

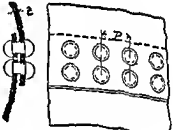
(2) " " tearing plate between rivets $=(p-d)tT$.

(3) " " crushing of rivet or plate $=dtC$.

DOUBLE-RIVETED LAP-JOINT.



Staggered Riveting



Chain Riveting.

(1) Resistance to shearing two rivets $=\frac{2\pi d^2}{4}S$

(2) " " tearing between two rivets $=(p-d)tT$.

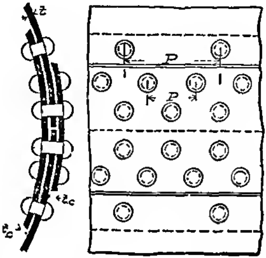
(3) " " crushing in front of two rivets $=2dtC$.

MISCELLANEOUS NOTES

To Remove Rust from Steel.—Steel which has been rusted can be cleaned by brushing with a paste compound of ½ ounce cyanide potassium, ½ ounce Castile soap, 1 ounce whiting, and water sufficient to form a paste. The steel should be washed with a solution of ½ ounce cyanide potassium in 2 ounces water.

To Preserve Steel from Rust.—1 part caoutchouc, 16 parts turpentine. Dissolve with a gentle heat, then add 8 parts of boiled oil. Mix by bringing them to the heat of boiling water,

(4) Resistance to crushing in front of four rivets and shearing one rivet $=4dtC+\frac{\pi d^2}{4}S.$



(5) Resistance to crushing in front of five rivets $4dtC+dt_cC.$

FAILURE OF RIVETED JOINTS.

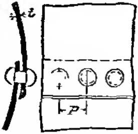
A riveted joint may fail by shearing the rivets, tearing the plate between the rivets, crushing the rivets or plate, or by a combination of two or more of the above causes.

To determine the efficiency of a riveted joint, calculate the breaking strength by the different ways in which it may fail. That method of failure giving the least result will show the actual strength of the joint. If this equals S_R, and S=tensile strength of the solid plate, then efficiency $=\frac{S_R}{S}$.

NOMENCLATURE.

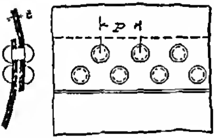
d=diameter of rivets;
t=thickness of plate;
t_c=thickness of cover-plates;
p=pitch of inner row of rivets;
P=pitch of outer row of rivets;
S=shearing strength of rivets;
T=tensile strength of plate.
C=crushing strength of rivets.

SINGLE-RIVETED LAP-JOINT

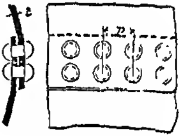


(1) Resistance to shearing one rivet $=\frac{\pi d^2}{4}S$.
(2) " " tearing plate between rivets $=(p-d)tT$.
(3) " " crushing of rivet or plate $=dtC$.

DOUBLE-RIVETED LAP-JOINT



Staggered Riveting



Chain Riveting.

(1) Resistance to shearing two rivets $=\frac{2\pi d^2}{4}S$.
(2) " " tearing between two rivets $=(p-d)tT$.
(3) " " crushing in front of two rivets $=2dtC$.

MISCELLANEOUS NOTES

To Remove Rust from Steel.—Steel which has been rusty can be cleaned by brushing with a paste composed of ½ ounce cyanide potassium, ½ ounce Castile soap, 1 ounce whiting, and water sufficient to form a paste. The steel should be washed with a solution of ½ ounce cyanide potassium in 2 ounces of water.

To Preserve Steel from Rust.—1 part caoutchouc, 16 parts turpentine. Dissolve with a gentle heat, then add 8 parts boiled oil. Mix by bringing them to the heat of boiling ...

apply to the steel with a brush, in the way of varnish. It may be removed with turpentine.

To Clean Brass.—1 part roche alum and 16 parts water. Mix. The articles to be cleaned must be made warm, then rubbed with the above mixture, and finished with fine tripoli.

Rust-joint Cement.—(Quickly setting.) 1 part sal-ammoniac in powder (by weight), 2 parts flour of sulphur, 80 parts iron borings, made to a paste with water.

1 part flour of sulphur,
200 , is the best if the joint
is n

Red-lead Cement for Face Joints.—1 part of white lead, 1 part of red lead, mixed with linseed-oil to the proper consistency.

SPEED OF SOUND.

	Feet per Second.
In air, at zero degrees	1093
(Add 2 feet for each degree C.)	
In water	4780
In copper	11666
In iron	16822

Loads on Floors.—Floors of factories, work-shops, and warehouses should be able to carry a load of 250 lbs. to the square foot. Floors of large buildings, halls, churches, etc., should be able to carry 150 lbs. per square foot, while those of dwellings should carry 120 lbs. per square foot

ALLOWANCES FOR WIND AND SNOW.

	Lbs. per Sq Ft.
Weight of snow on horizontal surface	15.5
Wind pressure on surface, right angle to line of impact	24.6
In especially exposed places	*31*

To Test White Lead.—If pure carbonate of lead will not lose weight at 212° F., 68 grains should be entirely dissolved in 150 minims of acetic acid diluted in 1 oz. of water.

CONSUMPTION OF GAS BY GAS-ENGINES.

Consumption of gas by gas-engines ranges from 18 to 24 feet of gas per horse-power hour.

TAP DRILLS FOR "V" THREADS

Tap	Drill	Tap	Drill	Tap	Drill.
1/16″—60	55	1/8″—32	40	11/64″—30	29
1/16″—64	55	1/8″—36	38	11/64″—32	28
1/16″—72	55	1/8″—40	37	11/64″—36	27
No 1 —56	54	1/8″—44	36	11/64″—40	27
1 —60	54	No 5½ —30	38	No 9 —24	29
1 —64	54	5½ —32	37	9 —28	28
1 —72	54	5½ —36	36	9 —30	27
1½ —56	52	5½ —40	35	9 —32	25
1½ —60	52	5½ —44	35	9 —36	24
1½ —64	52	6 —30	36	9 —40	24
1½ —72	51	6 —32	35	9½ —24	27
5/64″—56	52	6 —36	34	9½ —28	26
5/64″—60	52	6 —40	33	9½ —30	24
5/64″—64	52	9/64″—30	35	9½ —32	23
5/64″—72	51	9/64″—32	34	9½ —36	22
No 2 —48	50	9/64″—36	33	9½ —40	22
2 —56	49	9/64″—40	32	3/16″—24	27
2 —60	49	No 6½ —30	34	3/16″—28	20
2 —64	48	6½ —32	33	3/16″—30	24
2½ —48	47	6½ —36	32	3/16″—32	23
2½ —56	46	6½ —40	31	3/16″—36	22
2½ —60	46	7 —28	33	3/16″—40	22
3/32″—48	47	7 —30	32	No 10 —24	27
3/32″—56	46	7 —32	32	10 —28	26
3/32″—60	46	7 —36	30	10 —30	24
No 3 —40	47	7 —40	29	10 —32	23
3 —48	45	7½ —28	32	10 —30	22
3 —56	44	7½ —30	31	10 —40	22
3½ —40	48	7½ —32	30	10½ —24	24
3½ —48	46	7½ —36	29	10½ —28	23
3½ —56	45	7½ —40	29	10½ —30	22
7/64″—32	45	5/32″—28	32	10½ —32	21
7/64″—36	44	5/32″—30	31	10½ —36	20
7/64″—40	43	5/32″—32	30	10½ —40	20
7/64″—44	43	5/32″—36	29	11 —24	21
7/64″—48	42	5/32″—40	29	11 —28	20
No 4 —32	45	No 8 —24	31	11 —30	19
4 —36	44	8 —28	30	11 —32	18
4 —40	43	8 —30	30	11 —36	17
4 —44	43	8 —32	29	11 —40	17
4½ —32	42	8 —36	28	13/64″—24	21
4½ —36	41	8 —40	28	13/64″—28	20
4½ —40	40	8½ —24	30	13/64″—30	19
4½ —44	40	8½ —28	29	13/64″—32	18
5 —30	41	8½ —30	29	13/64″—36	17
5 —32	40	8½ —32	28	13/64″—40	17
5 —36	39	8½ —36	27	No. 11½ —24	19
5 —40	38	8½ —40	27	11½ —28	18
5 —44	37	11/64″—24	30	11½ —30	17
1/8″—30	41	11/64″—28	29	11½ —32	16

TAP DRILLS FOR "V" THREADS—*Continued*

Tap.	Drill.	Tap.	Drill	Tap	Drill.
No 11½ —36	15	No 14 —20	9	$\frac{9}{32}$"—18	2
11½ —40	15	14 —22	9	$\frac{9}{32}$"—20	1
12 —20	18	14 —24	8	$\frac{9}{32}$"—24	1
12 —22	17	14 —28	8	$\frac{9}{32}$"—28	$\frac{15}{64}$"
12 —24	16	14 —30	7	$\frac{9}{32}$"—30	$\frac{15}{64}$"
12 —28	15	14 —32	7	No. 17 —16	1
12 —30	15	14 —36	6	17 —18	2
12 —32	14	14 —40	6	17 —20	1
12 —36	13	14½ —20	7	17 —24	1
12 —40	13	14½ —22	6	17 —28	$\frac{15}{64}$"
$\frac{7}{32}$"—20	20	14½ —24	5	17 —30	$\frac{15}{64}$"
$\frac{7}{32}$"—22	10	14½ —28	4	18 —16	2
$\frac{7}{32}$"—24	18	14½ —30	3	18 —18	1
$\frac{7}{32}$"—28	17	14½ —32	3	18 —20	$\frac{15}{64}$"
$\frac{7}{32}$"—30	16	14½ —36	3	18 —22	B
$\frac{7}{32}$"—32	10	14½ —40	2	18 —24	B
$\frac{7}{32}$"—36	15	¼"—20	7	18 —28	C
$\frac{7}{32}$"—40	15	¼"—22	6	18 —30	C
No. 12½ —20	16	¼"—24	5	19 —10	$\frac{15}{64}$"
12½ —22	16	¼"—28	4	19 —18	B
12½ —24	15	¼"—30	3	19 —20	C
12½ —28	14	¼"—32	3	19 —24	D
12½ —30	13	¼"—36	2	10 —30	¼"
12½ —32	12	¼"—40	2	$\frac{5}{16}$"—16	$\frac{15}{64}$"
12½ —36	11	No 15 —18	8	$\frac{5}{16}$"—18	¼"
12½ —40	11	15 —20	7	$\frac{5}{16}$"—20	¼"
13 —20	14	15 —22	6	$\frac{5}{16}$"—24	F
13 —22	14	15 —24	5	$\frac{5}{16}$"—30	F
13 —24	13	15 —28	4	No 20 —16	C
13 —28	12	15 —30	3	20 —18	¼"
13 —30	11	15½ —18	6	20 —20	F
13 —32	10	15½ —20	5	20 —22	F
13 —36	9	15½ —22	4	20 —24	G
13 —40	9	15½ —24	3	21 —16	¼"
$\frac{15}{64}$"—20	10	15½ —28	2	21 —18	F
$\frac{15}{64}$"—22	10	15½ —30	2	21 —20	G
$\frac{15}{64}$"—24	9	$\frac{17}{64}$"—18	6	21 —22	G
$\frac{15}{64}$"—28	9	$\frac{17}{64}$"—20	5	21 —24	H
$\frac{15}{64}$"—30	8	$\frac{17}{64}$"—22	4	22 —16	H
$\frac{15}{64}$"—32	8	$\frac{17}{64}$"—24	3	22 —18	J
$\frac{15}{64}$"—36	7	$\frac{17}{64}$"—28	2	22 —20	$\frac{17}{64}$"
$\frac{15}{64}$"—40	7	$\frac{17}{64}$"—30	2	22 —22	L
No. 13½ —20	10	No 16 —16	8	22 —24	$\frac{19}{64}$"
13½ —22	10	16 —18	6	23 —16	J
13½ —24	9	16 —20	5	23 —18	$\frac{17}{64}$"
13½ —28	9	16 —22	4	23 —20	L
13½ —30	8	16 —24	3	23 —22	M
13½ —32	8	16 —28	2	23 —24	$\frac{19}{64}$"
13½ —36	7	16 —30	1	24 —14	L
13½ —40	7	$\frac{9}{32}$"—16	1	24 —16	$\frac{19}{64}$"

TAP DRILLS FOR "V" THREADS—*Continued*

Tap	Drill	Tap	Drill	Tap	Drill
No 24 —18	N	No 28 —18	S	1″—12	[illegible]
24 —20	[illegible]	28 —20	[illegible]	[illegible]″—10	[illegible]
24 —22	O	[illegible]″—14	[illegible]	[illegible]″— 9	[illegible]
24 —24	P	[illegible]″—16	[illegible]	[illegible]″—10	[illegible]
¼″—14	M	[illegible]″—18	[illegible]	[illegible]″— 9	[illegible]
¼″—16	[illegible]	[illegible]″—20	¼″	1″ — 7	[illegible]
¼″—18	[illegible]	⅜″—12	[illegible]	1″ — 8	[illegible]
¼″—20	O	⅜″—13	[illegible]	1⅛″— 7	[illegible]
¼″—22	P	⅜″—14	[illegible]	1⅛″— 8	[illegible]
¼″—24	[illegible]	⅜″—16	[illegible]	1¼″— 7	1[illegible]″
No. 25 —14	[illegible]	⅜″—18	[illegible]	1¼″— 8	1[illegible]″
25 —16	[illegible]	⅜″—20	[illegible]	1⅜″— 6	1[illegible]″
25 —18	[illegible]	[illegible]″—12	[illegible]	1[illegible]″— 6	1[illegible]″
25 —20	[illegible]	[illegible]″—14	[illegible]	1½″— 5	1[illegible]″
26 —14	[illegible]	[illegible]″—10	½″	1[illegible]″— 5	1[illegible]″
26 —16	[illegible]	[illegible]″—11	[illegible]	1¾″— 4	1[illegible]″
26 —18	Q	[illegible]″—12	[illegible]	1[illegible]″— 4½	1[illegible]″
26 —20	[illegible]	[illegible]″—11	[illegible]	2″ — 4	1[illegible]″
28 —14	[illegible]	[illegible]″—12	[illegible]	2″ — 4½	1[illegible]″
28 —16	S	[illegible]″—10	[illegible]		

USEFUL INFORMATION

Water.—Doubling the diameter of a pipe increases its capacity four times Friction of liquids in pipes increases as the square of the velocity.

The mean pressure of the atmosphere is usually estimated at 14 7 lbs. per square inch, so that with a perfect vacuum it will sustain a column of mercury 29 9 inches or a column of water 33 9 feet high at sea-level.

To find the pressure in pounds per square inch of a column of

Approxi-

pressure

a given quan-

tity the standard

of en extract the

squ inches of the

pump cylinder.

To find the quantity of water elevated in one minute running at 100 feet of piston speed per minute, square the diameter of the water cylinder in inches and multiply by 4. Example: Capacity of a 5-inch cylinder is desired The square of the diameter (5 inches) is 25, which, multiplied by 4, gives 100, the number of gallons per minute (approximately).

To find the horse-power necessary to elevate water to a given height, multiply the weight of the water elevated per minute in pounds by the height in feet, and divide the product by 33,000 (an allowance should be added for water friction, and a further allowance for loss in steam cylinder, say from 20 to 30 per cent.).

The area of the steam piston, multiplied by the steam pressure, gives the total amount of pressure that can be exerted. *The area of the water piston*, multiplied by the pressure of water per square inch, gives the resistance. *A margin* must be made between the *power* and the *resistance* to *move* the pistons at the required speed—say from 20 to 40 per cent., according to speed and other conditions.

To find the capacity of a cylinder in gallons: Multiplying the area in inches by the length of stroke in inches will give the total number of cubic inches; divide this amount by 231 (which is the cubical contents of a U. S. gallon in inches), and the product is the capacity in gallons.

WEIGHT AND CAPACITY OF DIFFERENT STANDARD GALLONS OF WATER.

	Cubic Inches in a Gallon	Weight of a Gallon in Pounds	Gallons in a Cubic Foot.	Weight of a cubic foot of water, English standard, 62 321 lbs. avoirdupois
Imperial or English	277 274	10 00	6 232102	
United States	231 0	8 33111	7.480519	

Weight of crude petroleum, 6½ lbs. per U. S. gallon, 42 gallons to the barrel.

Weight of refined petroleum, 6½ lbs per U. S. gallon, 42 gallons to the barrel.

A "miner's inch" of water is approximately equal to a supply of 12 U. S. gallons per minute.

HANDY RULE FOR FINDING (APPROXIMATELY) THE CONTENTS OF A PIPE IN GALLONS AND CUBIC FEET.

Rule. Multiply the square of the diameter of the pipe in inches by the length in yards, and divide by 10 for gallons and by 60 for cubic feet.

Example. A pipe is 6 inches diameter and 400 yards long; what is the content?

$$6^2 \times 400 \div 10 = 1440 \text{ gallons.}$$
$$6^2 \times 400 \div 60 = 240 \text{ cubic feet.}$$

CHEMICAL EQUATIONS FOR COMBUSTION IN OXYGEN.

Hydrogen, H.

$$2H_2+O_2=2H_2O.$$

Relation by volume	—	(2 vols.)	+	(1 vol.)	=	(2 vols.).	
" " weight	—	1	+	8	=	9	

Carbon monoxide, CO.

$$2CO+O_2=2CO_2$$

Relation by volume	—	(2 vols.)	+	(1 vol)	=	2 vols.
" " weight		7	+	4	=	11

Olefiant gas, C_2H_4.

$$C_2H_4+3O_2=2CO_2+2H_2O$$

Relation by volume	—	(1 vol)	+	(3 vols.)	=	(2 vols)	+	(2 vols.).
" " weight	—	7	+	24	=	22	+	9

Marsh-gas, CH_4.

$$CH_4+2O_2=CO_2+2H_2O.$$

Relation by volume	—	(1 vol)	+	(2 vols)	=	(1 vol.)	+	(2 vols).
" " weight	—	4	+	16	=	11	+	9

1 cu ft of hydrogen at 32° F and 14.7 lbs. per sq in. = .00599 lb. To find the weight of any other gas per cubic foot, multiply half its molecular weight by .00599.

CALORIFIC POWERS OF FUELS CALCULATED FROM ULTIMATE ANALYSIS.

Dulong's formula:

$$\text{Heating value in B.t.u.}=\tfrac{1}{100}\left[14,600\,C+62,000\left(H-\frac{O}{8}\right)+4050\,S\right].$$

$$\text{Heating value in calories}=\tfrac{1}{100}\left[8140C+34,400\left(H-\frac{O}{8}\right)+2250\,S\right].$$

Mahler's formula:

$$\text{Heating value, calories}=\tfrac{1}{100}\left[8140\,C+34,500\,H-3000(O+N)\right].$$

In the above C = carbon, H = hydrogen, O = oxygen, N = nitrogen, S = sulphur.

HEATS OF COMBUSTION OF VARIOUS SUBSTANCES IN OXYGEN.
(Favre and Silberman.)

One Part by Weight of	Burning to	Evolves	
		Kilo-calories	B t u
Hydrogen	H_2O at 0° C	34462	62032
"	H_2O at 100° C	28732	51717
Carbon (wood charcoal) . . .	CO_2	8080	14544
" .	CO	2473	4451
Carbon monoxide	CO_2	2403	4325
Marsh-gas	CO_2 and H_2O	13063	23513
Olefiant gas . . .	CO^2 and H_2O	11858	21344

HEATS OF COMBUSTION OF GASES IN OXYGEN.
(By Julius Thompsen.)

Name	Symbol	Products of Combustion at 18° C (64.4° F), Water Liquid	Heat-units Evolved		Kilo-calories per Cubic Meter.	B t u per Cubic Foot.
			Calories per Kilogram of Gas	B t u. per Pound of Gas		
Acetylene	C_2H_2	$2CO_2 + H_2O$	11917	21421	13581	1554
Benzine	C_6H_6	$6CO_2 + 2H_2O$	10102	18183	33300	3054
Carbonic oxide	CO	CO_2	2436	4385	3053	342
Ethane	C_2H_6	$2CO_2 + 3H_2O$	12120	22356	16692	1870
Ethylene (olefiant gas)	C_2H_4	$2CO_2 + 2H_2O$	11931	21476	14967	1677
Hydrogen	H_2	H_2O	34180	61524	3062	344
Methane (marsh-gas)	CH_4	$CO_2 + 2H_2O$	13320	23976	9548	1070

WEIGHT AND VOLUME OF GASES AND AIR REQUIRED IN COMBUSTION.

Name	Weight per Cubic Foot in Pounds at 32° F and 14.7 Pounds per Square Inch	Volume in Cubic Feet of 1 Pound of Gas at 14.7 Pounds per Square Inch		Cubic Feet Required to Burn 1 Cubic Foot of Gas.		Pounds Required to Burn 1 Pound of the Gas		Cubic Feet Formed of	
		32° F	62° F	Oxygen.	Air	Oxygen.	Air	Steam	CO_2
Air . .	0.08073	12.39	13.12						
Carbon dioxide	0.12300	8.12	8.60						
Carb. monoxide	0.07830	12.77	13.55	0.5	2.39	0.57	2.48	0	1
Hydrogen . .	0.00599	178.80	189.80	0.5	2.39	8.00	34.8	1	0
Marsh-gas . .	0.04470	22.37	23.73	2.0	9.56	4.00	17.4	2	1
Nitrogen . . .	0.07830	12.77	13.55						
Olefiant gas . .	0.07830	12.77	13.55	3.0	14.4	3.43	14.9	2	2
Oxygen	0.08940	11.20	11.85						

Air = 20.92 per cent of oxygen.

1 lb. carbon burning to CO_2 requires 11 6 lbs. of air.
1 " " " " Co " 5 8 " " "
Liquid hydrocarbons approximate 20,000 B.t.u per lb.
Good coal approximates 14,000 B t.u. per lb.
2½ lbs. of dry wood = 1 lb. of coal or .4 lb. coal = 1 lb. wood.

SPECIFIC HEATS OF SUBSTANCES.

SOLIDS AND LIQUIDS

Glass . .	0 1937	Coal	0 20 to 0 21	Copper........	0 0951
Cast iron	0 1298	Coke .	0 203	Charcoal......	0 2110
Wrought iron	0 1138	Brickwork, Masonry	0 20	Mercury......	0 0333
Steel, soft	0 1165	Wood	0 46 to 0 65	Water	1.0000

PRESSURES, TEMPERATURE, AND VOLUME OF STEAM, FROM ATMOSPHERIC PRESSURE TO 140 LBS PER SQUARE INCH.

Lbs per Sq In	Temperature	Volume	Lbs per Sq In	Temperature	Volume.
At pres	212 8	1669	34	281 9	561
*1	216 2	1573	40	289 3	508
2	219 6	1488	45	295 5	470
3	222 7	1411	50	301 3	437
4	225 6	1343	55	306 4	408
5	228 5	1281	60	311 2	383
6	231 2	1225	65	315 8	362
7	233 8	1174	70	320 1	342
8	236 3	1127	75	324 3	325
9	238 7	1084	80	328 2	310
10	241 0	1044	85	332 0	295
12	245 5	973	90	335 8	282
14	249 6	911	95	339 2	271
16	253 6	857	100	342 7	259
18	257 3	810	105	345 8	251
20	260 9	767	110	349 1	240
22	264 3	729	115	352 1	233
24	267 5	569	120	355.0	224
26	270 6	664	125	357 9	218
28	273 6	635	130	360 6	210
30	276 4	610	135	363 4	205
32	279 2	586	140	366 0	198

* These are boiler pressures (above atmosphere), as shown by the steam-gage The temperatures are Fahrenheit scale The volumes given represent cubic inches of steam for every cubic inch of water evaporated

WHITWORTH'S STANDARD SCREW-THREADS FOR BOLTS, WITH SIZES OF HEXAGONAL NUTS AND BOLT-HEADS—*Continued*

Diameter of Bolt		Number of Threads per Inch	Diameter at Bottom of Thread	Distance Across Flats	Distance Across Corners.	Thickness of Bolt-head	Thickness of Nut.
Fractional Sizes	Decimal Sizes						
$3\frac{5}{8}$	3.625	3.25	3.2309	5.362	6.1915	3.171	$3\frac{5}{8}$
$3\frac{3}{4}$	3.75	3	3.3231	5.55	6.4085	3.281	$3\frac{3}{4}$
$3\frac{7}{8}$	3.875	3	3.4481	5.75	6.6395	3.39	$3\frac{7}{8}$
4	4.0	3	3.5731	5.95	6.8704	3.5	4
$4\frac{1}{8}$	4.125	3	3.6981	6.162	7.1152	3.609	$4\frac{1}{8}$
$4\frac{1}{4}$	4.25	2.875	3.8045	6.375	7.3612	3.718	$4\frac{1}{4}$
$4\frac{3}{8}$	4.375	2.875	3.9295	6.6	7.6210	3.828	$4\frac{3}{8}$
$4\frac{1}{2}$	4.5	2.875	4.0545	6.825	7.8819	3.937	$4\frac{1}{2}$
$4\frac{5}{8}$	4.625	2.875	4.1795	7.0625	8.1550	4.046	$4\frac{5}{8}$
$4\frac{3}{4}$	4.75	2.75	4.2843	7.3	8.4293	4.156	$4\frac{3}{4}$
$4\frac{7}{8}$	4.875	2.75	4.4093	7.55	8.7179	4.265	$4\frac{7}{8}$
5	5.0	2.75	4.5343	7.8	9.0066	4.375	5
$5\frac{1}{8}$	5.125	2.75	4.6593	8.065	9.3126	4.484	$5\frac{1}{8}$
$5\frac{1}{4}$	5.25	2.625	4.7621	8.35	9.6417	4.593	$5\frac{1}{4}$
$5\frac{3}{8}$	5.375	2.625	4.8871	8.6	9.9304	4.703	$5\frac{3}{8}$
$5\frac{1}{2}$	5.5	2.625	5.0121	8.85	10.2190	4.812	$5\frac{1}{2}$
$5\frac{5}{8}$	5.625	2.625	5.1371	9.15	10.5655	4.921	$5\frac{5}{8}$
$5\frac{3}{4}$	5.75	2.5	5.2377	9.45	10.9119	5.031	$5\frac{3}{4}$
$5\frac{7}{8}$	5.875	2.5	5.3627	9.75	11.2583	5.140	$5\frac{7}{8}$
6	6.0	2.5	5.4877	10.0	11.5470	5.25	6

The tables given below will be found useful in heat calculations, and although not minutely accurate are sufficiently so for practical work. The British thermal unit (B.t.u.) is used, and the heat-energies given are calculated upon the assumption of 62° F. as the initial temperature, and the reduction of the temperature of the products of combustion to the same point as the standard for the computation of all heat-energies.

Air by weight contains 23 parts O, 77 parts N.

Air by volume contains 21 parts O, 79 parts N.

Air consumed in combustion:

1 pound C burned to CO consumes 1.33 pounds O, with 4.46 N, making 5.79 air.

1 pound C burned to CO_2 consumes 2.667 pounds O, with 8.927 N, making 11.591 air.

Heat-units Developed in Burning	For 1 Lb of Combustible, B t u	For 1 Cu Ft of Combustible, B t u
C to CO	4,400	
C to CO_2	14,500	
CO to CO_2	4,325	319
H to H_2O	62,000	327
CH_4 to CO_2 and H_2O	23,500	1007
C_2H_4 to CO_2 and H_2O	21,400	1593

Of course hydrogen is usually only burned to steam, and the energy in this case at 62° initial and 212° final temperature is 52,000 heat-units, or, making both temperatures 212°, about 53,000 heat-units. Many writers use this standard for hydrogen in their computations, but in all theoretical calculations hydrogen should be given credit for the energy developed when the products of combustion are reduced to the standard temperature and the losses computed in its utilization from that standard.

Number of cubic feet in one pound of the following gases at 62° F. and atmospheric pressure.

Air	13 14	cubic feet per pound.
N	13 50	" " " "
O	11 88	" " " "
H	189 70	" " " "
CO	13.55	" " " "
CO_2	8 60	" " " "
CH_4	23 32	" " " "
C_2H_4	13 46	" " " "
Specific heat of hydrogen	3.4	
" " " all other gases may be taken at	0 25	

The terms "heat-units" and "specific heat" are not well understood by many people, but the following definitions by a well-known authority will make them clear:

Specific heat is that quantity of heat required to raise one pound of any substance one degree compared with that required to raise the temperature of an equal weight of water one degree. In other words, in writing down the specific heat of any substance we do it in comparison with water. That is to say, water is the unit or standard. If it takes three and four-tenths times as much [illegible] to raise one pound of hydrogen one degree as to raise one [illegible] hydrogen [illegible] e a pound [illegible] one degree, [illegible] ct, 0.1098.

Wood and Coal Fuel.—The American Society of Mechanical Engineers in their rules for boiler tests allow 1 lb. of wood = 0.4 lb. of coal, or 2½ lbs of wood = 1 lb of coal. Other authorities estimate 2¼ lbs of dry wood = 1 lb. of good coal. One pound of any wood is practically equivalent to 1 lb. of any other kind of wood equally dry.

	Lbs.		Lbs. Coal.
1 cord of hickory or hard maple weighs..	4500	=	2000
1 cord of white oak weighs ..	3850	=	1711
1 cord of beech, red oak, or black oak weighs.....	3250	=	1445
1 cord of poplar, chestnut, or elm weighs ..	2350	=	1044
1 cord of average pine weighs ..	2000	=	890

COMPARISON OF THERMOMETER SCALES.

Centigrade	Reaumur	Fahrenheit	Centigrade	Reaumur	Fahrenheit	Centigrade	Reaumur	Fahrenheit
−30	−24.0	−22.0	14	11.2	57.2	58	46.4	136.4
−28	−22.4	−18.4	16	12.8	60.8	60	48.0	140.0
−26	−20.8	−14.8	18	14.4	64.4	62	49.6	143.6
−24	−19.2	−11.2	20	16.0	68.0	64	51.2	147.2
−22	−17.6	−7.6	22	17.6	71.6	66	52.8	150.8
−20	−16.0	−4.0	24	19.2	75.2	68	54.4	154.4
−18	−14.4	−0.4	26	20.8	78.8	70	56.0	158.0
−16	−12.8	3.2	28	22.4	82.4	72	57.6	161.6
−14	−11.2	6.8	30	24.0	86.0	74	59.2	165.2
−12	−9.6	10.4	32	25.6	89.6	76	60.8	168.8
−10	−8.0	14.0	34	27.2	93.2	78	62.4	172.4
−8	−6.4	17.6	36	28.8	96.8	80	64.0	176.0
−6	−4.8	21.2	38	30.4	100.4	82	65.6	179.6
−4	−3.2	24.8	40	32.0	104.0	84	67.2	183.2
−2	−1.6	28.4	42	33.6	107.6	86	68.8	186.8
0	0.0	32.0	44	35.2	111.2	88	70.4	190.4
2	1.6	35.6	46	36.8	114.8	90	72.0	194.0
4	3.2	39.2	48	38.4	118.4	92	73.6	197.6
6	4.8	42.8	50	40.0	122.0	94	75.2	201.2
8	6.4	46.4	52	41.6	125.6	96	76.8	204.8
10	8.0	50.0	54	43.2	129.2	98	78.4	208.4
12	9.6	53.6	56	44.8	132.8	100	80.0	212.0

MULTIPLIERS FOR FINDING THE EQUIVALENT RATE OF EVAPORATION OF WATER FROM AND AT 212° F. FOR GIVEN PRESSURES OF STEAM AND TEMPERATURES OF FEED-WATER

Temperature of Feed-water ° Fahr	Boiler Pressures in Pounds per Square Inch above the Atmosphere						
	0	5	10	15	20	25	30
32	1 187	1 192	1 195	1 199	1 201	1 204	1 206
35	1 184	1 189	1 192	1 196	1 198	1 201	1 203
40	1 179	1 184	1 187	1 191	1 193	1 196	1 198
45	1 173	1 178	1 181	1 185	1 187	1 190	1 192
50	1 168	1 173	1 177	1.180	1 182	1 185	1.187
55	1 163	1 168	1 171	1 175	1 177	1 180	1 182
60	1 158	1 163	1 166	1 170	1 172	1 175	1 177
65	1 153	1 158	1 161	1 165	1 167	1 170	1 172
70	1 148	1 153	1 156	1 160	1 162	1 165	1 167
75	1 143	1 148	1 151	1 155	1 157	1 160	1 162
80	1 137	1 143	1 146	1 149	1 151	1 154	1 156
85	1 132	1 137	1 140	1 144	1 146	1 149	1 151
90	1 127	1 132	1 135	1 139	1 141	1 144	1 146
95	1 122	1 127	1 130	1 134	1 136	1 139	1 141
100	1 117	1 122	1 125	1 129	1 131	1 134	1 136
105	1 111	1 117	1 120	1 123	1 125	1 128	1 130
110	1 106	1 111	1 114	1 118	1 120	1 123	1 125
115	1 101	1 106	1 109	1 113	1 115	1 118	1 120
120	1 096	1 101	1 101	1 108	1 101	1 113	1 115
125	1 091	1 096	1 099	1 103	1 105	1 108	1 110
130	1 085	1 091	1 094	1 097	1 099	1 102	1 104
135	1 080	1 085	1 088	1 092	1 094	1 097	1 099
140	1 075	1 080	1 083	1 087	1 089	1 092	1 094
145	1 070	1 075	1 078	1 082	1 084	1 087	1.089
150	1 065	1 070	1 073	1 077	1 079	1 082	1 084
155	1 059	1 065	1 068	1 071	1 073	1 076	1 078
160	1 054	1 059	1 062	1 066	1 068	1 071	1 073
165	1 049	1 054	1 057	1 061	1 063	1 066	1 068
170	1 044	1 049	1 052	1 056	1 058	1 061	1 063
175	1 039	1 044	1 047	1 051	1 053	1 056	1 058
180	1 033	1 039	1 042	1 045	1 047	1 050	1 052
185	1 028	1 033	1 036	1 040	1 042	1 045	1 047
190	1 023	1 028	1 031	1 035	1 037	1 040	1 042
195	1 018	1 023	1 025	1 030	1 032	1 035	1 037
200	1 013	1 018	1 021	1 025	1 027	1 030	1.032
205	1 008	1 013	1 015	1 020	1 022	1 025	1 027
210	1 008	1 008	1 011	1 015	1.017	1.020	1.022
212	1 002	1 002					

MULTIPLIERS FOR FINDING THE EQUIVALENT RATE OF EVAPORATION OF WATER FROM AND AT 212° F. FOR GIVEN PRESSURES OF STEAM AND TEMPERATURES OF FEED-WATER—*Continued.*

Temperature of Feed-Water, ° Fahr	Boiler Pressures in Pounds per Square Inch above the Atmosphere.						
	35	40	45	50	60	70	80
32	1 209	1 211	1 212	1 214	1 217	1 219	1 222
35	1 206	1 208	1 209	1 211	1 214	1 216	1 219
40	1 201	1 203	1 204	1 206	1 209	1 211	1.214
45	1 195	1 197	1 198	1 200	1 203	1 205	1.208
50	1 190	1 192	1 193	1 195	1 198	1 200	1.203
55	1 185	1 187	1 188	1 190	1 193	1 195	1.198
60	1 180	1 182	1 183	1 185	1 188	1.190	1.193
65	1 175	1 177	1 178	1 180	1 183	1 185	1.188
70	1 170	1 172	1 173	1 175	1 178	1 180	1 183
75	1 165	1 167	1 168	1 170	1 173	1 175	1.178
80	1 159	1 161	1 162	1 164	1 167	1 169	1.172
85	1 754	1 156	1 157	1 159	1 162	1 164	1.167
90	1 149	1 151	1 152	1 151	1 157	1 159	1 162
95	1 144	1 146	1 147	1 149	1 152	1 154	1.157
100	1 139	1 141	1 142	1 144	1 147	1 149	1.152
105	1 133	1 135	1 136	1 138	1 141	1 143	1 146
110	1 128	1 130	1 131	1 133	1 136	1 138	1.111
115	1 123	1 125	1 126	1 128	1 131	1 133	1.136
120	1 118	1 120	1 121	1 123	1 126	1 128	1.131
125	1 113	1 115	1 116	1 118	1 121	1 123	1.126
130	1 107	1 109	1 110	1 112	1 115	1 117	1 120
135	1 102	1 104	1 105	1 107	1 110	1 112	1.115
140	1 097	1 099	1 100	1 102	1 105	1 107	1 110
145	1 092	1 094	1 095	1 097	1 100	1 102	1 105
150	1 078	1 089	1 090	1 092	1 095	1 097	1 100
155	1 081	1 083	1 084	1 086	1 089	1 091	1 094
160	1 076	1 078	1 079	1 081	1 084	1 086	1.089
165	1 071	1 073	1 074	1 076	1 079	1 081	1 084
170	1 066	1 068	1 069	1 071	1 074	1 076	1 079
175	1 061	1 063	1 064	1 066	1 069	1 071	1 074
180	1 055	1 057	1 058	1 060	1 063	1 065	1 068
185	1 050	1 052	1 053	1 055	1 058	1 060	1 063
190	1 045	1 047	1 048	1 050	1 053	1 055	1 058
195	1 040	1 042	1 013	1 045	1 048	1.050	1 053
200	1 035	1 037	1 038	1 040	1 013	1.045	1.018
205	1 030	1 032	1 033	1 035	1 038	1 040	1 043
210	1 025	1 027	1 028	1 030	1 033	1 035	1 038

MULTIPLIERS FOR FINDING THE EQUIVALENT RATE OF EVAPORATION OF WATER FROM AND AT 212° F FOR GIVEN PRESSURES OF STEAM AND TEMPERATURES OF FEED-WATER—*Continued*

Temperature of Feed-water, ° Fahr	Boiler Pressures in Pounds per Square Inch above the Atmosphere.						
	90	100	120	140	160	150	200
32	1.224	1.227	1.231	1.234	1.237	1.239	1.241
35	1.221	1.224	1.228	1.231	1.231	1.236	1.238
40	1.216	1.219	1.223	1.226	1.229	1.231	1.233
45	1.210	1.213	1.217	1.220	1.223	1.225	1.227
50	1.205	1.208	1.212	1.215	1.218	1.220	1.222
55	1.200	1.203	1.207	1.210	1.213	1.215	1.217
60	1.195	1.198	1.202	1.205	1.208	1.210	1.212
65	1.190	1.193	1.197	1.200	1.203	1.205	1.207
70	1.185	1.188	1.192	1.195	1.198	1.200	1.202
75	1.180	1.183	1.187	1.190	1.193	1.195	1.197
80	1.174	1.177	1.181	1.184	1.187	1.189	1.191
85	1.169	1.172	1.176	1.179	1.182	1.184	1.186
90	1.164	1.167	1.171	1.174	1.177	1.179	1.181
95	1.159	1.162	1.166	1.169	1.172	1.174	1.176
100	1.154	1.157	1.161	1.164	1.167	1.169	1.171
105	1.148	1.151	1.155	1.158	1.161	1.163	1.165
110	1.143	1.146	1.150	1.153	1.156	1.158	1.160
115	1.138	1.141	1.145	1.148	1.151	1.153	1.155
120	1.133	1.136	1.140	1.143	1.146	1.148	1.150
125	1.128	1.131	1.135	1.138	1.141	1.143	1.145
130	1.122	1.125	1.129	1.132	1.135	1.137	1.139
135	1.117	1.120	1.121	1.127	1.130	1.132	1.134
140	1.112	1.115	1.119	1.122	1.125	1.127	1.129
145	1.107	1.110	1.114	1.117	1.120	1.122	1.124
150	1.102	1.105	1.109	1.112	1.115	1.117	1.119
155	1.096	1.099	1.103	1.106	1.109	1.111	1.113
160	1.091	1.094	1.098	1.101	1.104	1.106	1.108
165	1.086	1.089	1.093	1.096	1.099	1.101	1.103
107	1.081	1.084	1.088	1.091	1.094	1.096	1.098
175	1.076	1.079	1.083	1.086	1.089	1.091	1.093
180	1.070	1.073	1.077	1.080	1.083	1.085	1.087
185	1.065	1.068	1.072	1.075	1.078	1.080	1.082
190	1.060	1.063	1.067	1.070	1.073	1.075	1.077
195	1.055	1.058	1.062	1.065	1.068	1.070	1.072
200	1.050	1.053	1.057	1.060	1.063	1.065	1.067
205	1.045	1.048	1.052	1.055	1.058	1.060	1.062
210	1.040	1.043	1.047	1.050	1.053	1.550	1.057

STANDARD SPECIFICATIONS FOR CAST-IRON PIPE AND SPECIAL CASTINGS.

DESCRIPTION OF PIPES.

SECTION 1 The pipes shall be made with hub and spigot joints, and shall accurately conform to the dimensions given in Tables Nos 1 and 2. They shall be straight and shall be true circles in section, with their inner and outer surfaces concentric, and shall be of the specified dimensions in outside diameter. They shall be at least 12 feet in length, exclusive of socket. For pipes of each size from 4-inch to 24-inch, inclusive, there shall be two standards of outside diameter, and for pipes from 30-inch to 60-inch, inclusive, there shall be four standards of outside diameter, as shown by Table No 2

All pipes having the same outside diameter shall have the same inside diameter at both ends The inside diameter of the lighter pipes of each standard outside diameter shall be gradually increased for a distance of about 6 inches from each end of the pipe so as to obtain the required standard thickness and weight for each size and class of pipe

Pipes whose standard thickness and weight are intermediate between the classes in Table No 2 shall be made of the same outside diameter as the next heavier class Pipes whose standard thickness and weight are less than shown by Table No. 2 shall be made of the same outside diameter as the Class A pipes, and pipes whose thickness and weight are more than shown by Table No. 2 shall be made of the same outside diameter as the Class D pipes

For pipes 4-inch to 12-inch, inclusive, one class of special castings shall be furnished, made from Class D pattern. Those having spigot ends shall have outside diameters of spigot ends midway between the two standards of outside diameter as shown by Table No. 2, and shall be tapered back for a distance of 6 inches. For pipes from 14-inch to 24-inch, inclusive, two classes of special castings shall be furnished, Class B special castings with Classes A and B pipes, and Class D special castings with Classes C and D pipes, the former to be stamped "AB" and the latter to be stamped "CD". For pipes 30-inch to 60-inch, inclusive, four classes of special castings shall be furnished, one for each class of pipe, and shall be stamped with the letter of the class to which they belong.

ALLOWABLE VARIATION IN DIAMETER OF PIPES AND SOCKETS.

SECTION 2 Especial care shall be taken to have the sockets of the required size The sockets and spigots will be tested by circular gages, and no pipe will be received which is defective in joint room from any cause The diameters of the sockets and the outside diameters of the bead ends of the pipes shall not vary from the standard dimensions by more than 06 of an inch for pipes 16 inches or less in diameter, 08 of an inch for 18-inch, 20-inch, and 24-inch pipes, 10 of an inch for 30-inch, 36-inch, and 42-inch pipes; 12 of an inch for 48-inch, and .15 of an inch for 54-inch and 60-inch pipes

ALLOWABLE VARIATION IN THICKNESS.

SECTION 3 For pipes whose standard thickness is less than 1 inch the thickness of metal in the body of the pipe shall not be more than 08 of an inch less than the standard thickness, and for pipes whose standard thickness is 1 inch or more, the variation shall not exceed 10 of an inch, except that for spaces not exceeding 8 inches in length in any direction, variations from the standard thickness of 02 of an inch in excess of the allowance above given shall be permitted

For special castings of standard patterns a variation of 50 per cent. greater than allowed for straight pipe shall be permitted.

DEFECTIVE SPIGOTS MAY BE CUT.

SECTION 4 Defective spigot ends on pipes 12 inches or more in diameter may be cut off in a lathe and a half-round wrought-iron band shrunk into a groove cut in the end of the pipe Not more than 12 per cent of the total number of accepted pipes of each size shall be cut and banded, and no pipe shall be banded which is less than 11 feet in length, exclusive of the socket.

In case the length of a pipe differs from 12 feet, the standard weight of the pipe given in Table No. 2 shall be modified in accordance therewith.

SPECIAL CASTINGS.

SECTION 5. All special castings shall be made in accordance with the cuts and the dimensions given in the table forming a part of these specifications

The diameters of the sockets and the external diameters of

the bead ends of the special castings shall not vary from the standard dimensions by more than .12 of an inch for castings 16 inches or less in diameter; .15 of an inch for 18-inch, 20-inch, and 24-inch; .20 of an inch for 30-inch, 36-inch, and 42-inch, and .24 of an inch for 48-inch, 54-inch, and 60-inch. These variations apply only to special castings made from standard patterns.

The flanges on all manhole castings and manhole covers shall be faced true and smooth, and drilled to receive the bolts of the sizes given in the tables The manufacturer shall furnish and deliver all bolts for bolting on the manhole covers, the bolts to be of the sizes shown on plans and made of the best quality of mild steel, with hexagonal heads and nuts and sound, well-fitting threads.

MARKINGS.

SECTION 6 Every pipe and special casting shall have distinctly cast upon it the initials of the maker's name. When cast especially to order, each pipe and special casting larger than 4-inch may also have cast upon it figures showing the year in which it was cast and a number signifying the order in point of time in which it was cast, the figures denoting the year being above and the number below, thus

1901	1901	1901
1	2	3

etc, also any initials, not exceeding four, which may be required by the purchaser The letters and figures shall be cast on the outside and shall be not less than 2 inches in length and ⅛ of an inch in relief for pipes 8 inches in diameter and larger. For smaller sizes of pipes the letters may be 1 inch in length. The weight and the class letter shall be conspicuously painted in white on the inside of each pipe and special casting after the coating has become hard.

ALLOWABLE PERCENTAGE OF VARIATION IN WEIGHT.

SECTION 7. No pipe shall be accepted the weight of which shall be less than the standard weight by more than 5 per cent. for pipes 16 inches or less in diameter, and 4 per cent. for pipes more than 16 inches in diameter, and no excess above the standard weight of more than the given percentages for the several sizes shall be paid for. The total weight to be paid for shall not exceed for each size and class of pipe received the sum of the standard weights of the same number of pieces of the given size and class by more than 2 per cent.

No special casting shall be accepted the weight of which shall be less than the standard weight by more than 10 per cent for pipes 12 inches or less in diameter, and 8 per cent for larger sizes, except that curves, Y pieces, and breeches pipe may be 12 per cent. below the standard weight, and no excess above the standard weight of more than the above percentages for the several sizes will be paid for. These variations apply only to castings made from the standard patterns.

QUALITY OF IRON.

SECTION 8. All pipes and special castings shall be made of cast iron of good quality, and of such character as shall make the metal of the castings strong, tough, and of even grain, and soft enough to satisfactorily admit of drilling and cutting. The metal shall be made without any admixture of cinder iron or other inferior metal, and shall be remelted in a cupola or air-furnace.

TESTS OF MATERIAL.

SECTION 9. Specimen bars of the metal used, each being 26 inches long by 2 inches wide and 1 inch thick, shall be made without charge as often as the engineer may direct, and, in default of definite instructions, the contractor shall make and test at least one bar from each heat or run of metal. The bars, when placed flatwise upon supports 24 inches apart and loaded in the center, shall for pipes 12 inches or less in diameter support a load of 1900 pounds and show a deflection of not less than .30 of an inch before breaking, and for pipes of sizes larger than 12 inches shall support a load of 2000 pounds and show a deflection of not less than .32 of an inch. The contractor shall have the right to make and break three bars from each heat or run of metal, and the test shall be based upon the average results of the three bars. Should the dimensions of the bars differ from those above given, a proper allowance therefor shall be made in the results of the tests.

CASTING OF PIPES.

SECTION 10. The straight pipes shall be cast in dry sand molds in a vertical position. Pipes 16 inches or less in diameter shall be cast with the hub end up or down, as specified in the proposal. Pipes 18 inches or more in diameter shall be cast with the hub end down.

and coating of the pipes and special castings. The forms, sizes, uniformity, and conditions of all pipes and other castings herein referred to shall be subject to his inspection and approval, and he may reject, without proving, any pipe or other casting which is not in conformity with the specifications or drawings.

INSPECTOR TO REPORT.

SECTION 18. The inspector at the foundry shall report daily to the foundry office all pipes and special castings rejected, with the causes for rejection.

CASTINGS TO BE DELIVERED SOUND AND PERFECT.

SECTION 19 All the pipes and other castings must be delivered in all respects sound and conformable to these specifications. The inspection shall not relieve the contractor of any of his obligations in this respect, and any defective pipe or other castings which may have passed the engineer at the works or elsewhere shall be at all times liable to rejection when discovered, until the final completion and adjustment of the contract; provided, however, that the contractor shall not be held liable for pipes or special castings found to be cracked after they have been accepted at the agreed point of delivery. Care shall be taken in handling the pipes not to injure the coating, and no pipes or other material of any kind shall be placed in the pipes during transportation or at any time after they receive the coating.

DEFINITION OF THE WORD "ENGINEER."

SECTION 20 Wherever the word "engineer" is used herein it shall be understood to refer to the engineer or inspector acting for the purchaser and to his properly authorized agents, limited by the particular duties intrusted to them.

STANDARD PIPE SPECIALS.

The following sections, dimensions, and weights of cast-iron pipe specials were adopted by the American Gaslight Association before it was merged into the American Gas Institute. They are the result of years of consideration and pretty well represent the average gas company requirements.

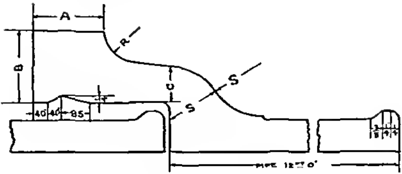


TABLE NO 1—GENERAL DIMENSIONS OF PIPES.

eter, Inches		eter, Inches	Pipe Inches	Special Castings, Inches	Pipe, Inches	Castings, Inches	A	B	C
4	A–B	4 80	5 60	5 70	3 50	4 00	1 5	1 30	0 65
4	C–D	5 00	5 80	5 70	3 50	4 00	1 5	1 30	0 65
0	A–B	0 90	7 70	7 80	3 50	4 00	1 5	1 40	0 70
6	C–D	7 10	7 90	7 80	3 50	4 00	1 5	1 40	0 70
8		9 03	9 85	10 00	4 00	4 00	1 5	1 50	0 75
8	C–D	9 30	10 10	10 00	4 00	4 00	1 5	1 50	0 75
10	A–B	11 10	11 90	12 10	4 00	4 00	1 5	1 50	0 75
10	C–D	11 40	12 20	12 10	4 00	4 00	1 5	1 60	0 80
12	A–B	13 20	14 00	14 20	4 00	4 00	1 5	1 60	0 80
12	C–D	13 50	14 30	14 20	4 00	4 00	1 5	1 70	0 85
14	A–B	15 30	16 10	16 10	4 00	4 00	1 5	1 70	0 85
14	C–D	15 65	16 45	16 45	4 00	4 00	1 5	1 80	0.90
16	A–B	17 40	18 40	18 40	4 00	4 00	1 75	1 80	0 90
16	C–	17 80	18 80	18 80	4 00	4 00	1 75	1 90	1 00
18	A–B	19 50	20 50	20 50	4 00	4 00	1 75	1 90	0 95
18	C–D	19 92	20 92	20 92	4 00	4 00	1 75	2 10	1 05
20	A–B	21 60	22 60	22 60	4 00	4 00	1 75	2 00	1 00
20	C–D	22 06	23 06	23 06	4 00	4 00	1 75	2 30	1 15
24	A–B	25 80	26 80	26 80	4 00	4 00	2 00	2 10	1 05
24	C–D	26 32	27 32	27 32	4.00	4 00	2 00	2 50	1 25
30	A	31 74	32 74	32 74	4 50	4 50	2 00	2 30	1 15
30	B	32 00	33 00	33 00	4 50	4 50	2 00	2.30	1.15
30	C	32 40	33 40	33 40	4 50	4 50	2 00	2 60	1.32
30	D	32 74	33 74	33 74	4 50	4.50	2 00	3 00	1 50

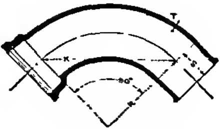


TABLE NO 3—ONE-QUARTER CURVES
(Dimensions in Inches)

Nominal Diameter	Class	T	R	K	S
4	D	0.52	16	22.6	8
6	D	0.55	16	22.6	8
8	D	0.60	16	22.6	10
10	D	0.68	16	22.6	12
12	D	0.75	16	22.6	12
14	A-B	0.60	18	25.5	12
14	C-D	0.82	18	25.5	12
16	A-B	0.70	24	34.	12
16	C-D	0.89	24	34	12
18	A-B	0.75	24	34	12
18	C-D	0.96	24	34	12
20	A-B	0.80	24	34	12
20	C-D	1.03	24	34	12
24	A-B	0.89	30	42.4	12
24	C-D	1.16	30	42.4	12
30	A	0.88	36	50.9	12
30	B	1.04	36	50.9	12
30	C	1.20	36	50.9	12
30	D	1.37	36	50.9	12
36	A	0.99	48	67.9	12
36	B	1.15	48	67.9	12
36	C	1.36	48	67.9	12
36	D	1.58	48	67.9	12
42	A	1.10	48	67.9	12
42	B	1.28	48	67.9	12
42	C	1.54	48	67.9	12
42	D	1.78	48	67.9	12
48	A	1.26	48	67.9	12
48	B	1.42	48	67.9	12
48	C	1.71	48	67.9	12
48	D	1.96	48	67.9	12
54	A	1.35	54	76.36	12
54	B	1.55	54	76.36	12
54	C	1.90	54	76.36	12
54	D	2.23	54	76.36	12
60	A	1.39	60	84.85	12
60	B	1.67	60	84.85	12
60	C	2.00	60	84.85	12
60	D	2.38	60	84.85	12

TABLE NO 4 —ONE-EIGHTH AND ONE-SIXTEENTH CURVES

(Dimensions in Inches)

Nominal Diameter	Class	T	One-eighth Curves			One-sixteenth Curves.	
			R	K	δ	R	K
4	D	0.52	24	18.4	4	48	18.7
6	D	0.55	24	18.4	4	48	18.7
8	D	0.60	24	18.4	4	48	18.7
10	D	0.68	24	18.4	4	48	18.7
12	D	0.75	24	18.4	4	48	18.7
14	A-B	0.66	36	27.6		72	28.1
14	C-D	0.82	36	27.6		72	28.1
16	A-B	0.70	36	27.6		72	28.1
16	C-D	0.89	36	27.6		72	28.1
18	A-B	0.75	36	27.6		72	28.1
18	C-D	0.96	36	27.6		72	28.1
20	A-B	0.80	48	36.7		96	37.5
20	C-D	1.01	48	36.7		96	37.5
24	A-B	0.89	60	45.9		120	46.8
24	C-D	1.16	60	45.9		120	46.8
30	A	0.88	60	45.9		120	46.8
30	B	1.03	60	45.9		120	46.8
30	C	1.20	60	45.9		120	46.8
30	D	1.37	60	45.9		120	46.8
36	A	0.99	90	68.9		180	70.2
36	B	1.15	90	68.9		180	70.2
36	C	1.36	90	68.9		180	70.2
36	D	1.58	90	68.9		180	70.2
42	A	1.10	90	68.9		180	70.2
42	B	1.28	90	68.9		180	70.2
42	C	1.54	90	68.9		180	70.2
42	D	1.78	90	68.9		180	70.2
48	A	1.26	90	68.9		180	70.2
48	B	1.42	90	68.9		180	70.2
48	C	1.71	90	68.9		180	70.2
48	D	1.96	90	68.9		180	70.2
54	A	1.35	90	68.9		180	70.2
54	B	1.55	90	68.9		180	70.2
54	C	1.90	90	68.9		180	70.2
54	D	2.23	90	68.9		180	70.2
60	A	1.39	90	68.9		180	70.2
60	B	1.67	90	68.9		180	70.2
60	C	2.00	90	68.9		180	70.2
60	D	2.38	90	68.9		180	70.2

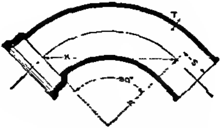


TABLE NO 3—ONE-QUARTER CURVES
(Dimensions in Inches)

Nominal Diameter	Class	T	R	K	S
4	D	0.52	16	22.6	8
6	D	0.55	16	22.6	8
8	D	0.60	16	22.6	10
10	D	0.68	16	22.6	12
12	D	0.75	16	22.6	12
14	A-B	0.66	18	25.5	12
14	C-D	0.82	18	25.5	12
16	A-B	0.70	24	34.	12
16	C-D	0.89	24	34	12
18	A-B	0.75	24	34.	12
18	C-D	0.96	24	34.	12
20	A-B	0.80	24	34.	12
20	C-D	1.03	24	34	12
24	A-B	0.89	30	42.4	12
24	C-D	1.16	30	42.4	12
30	A	0.88	36	50.9	12
30	B	1.03	36	50.9	12
30	C	1.20	36	50.9	12
30	D	1.37	36	50.9	12
36	A	0.99	48	67.9	12
36	B	1.15	48	67.9	12
36	C	1.36	48	67.9	12
36	D	1.58	48	67.9	12
42	A	1.10	48	67.9	12
42	B	1.28	48	67.9	12
42	C	1.54	48	67.9	12
42	D	1.78	48	67.9	12
48	A	1.26	48	67.9	12
48	B	1.42	48	67.9	12
48	C	1.71	48	67.9	12
48	D	1.96	48	67.9	12
54	A	1.35	54	76.36	12
54	B	1.55	54	76.36	12
54	C	1.90	54	76.36	12
54	D	2.23	54	76.36	12
60	A	1.39	60	84.85	12
60	B	1.67	60	84.85	12
60	C	2.00	60	84.85	12
60	D	2.38	60	84.85	12

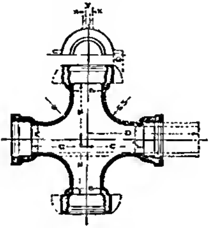


TABLE NO 6—BRANCHES

(Dimensions in Inches)

Nominal Diam A	B	C	D	E	X	Y	G	Class
4	4	11	23	11				D
6	4	12	24	12				D
6	6	12	24	12				D
8	4	13	25	13				D
8	6	13	25	13				D
8	8	13	25	13				D
10	4	14	26	14				D
10	6	14	26	14				D
10	8	14	26	14				D
10	10	14	26	14				D
12	4	15	27	15				D
12	6	15	27	15				D
12	8	15	27	15				D
12	10	15	27	15				D
12	12	15	27	15	1 25	1 62	2 50	D
14	4	16	28	16				A–B
14	4	16	28	16				C–D
14	6	16	28	16				A–B
14	6	16	28	16				C–D
14	8	16	28	16				A–B
14	8	16	28	16				C–D
14	10	16	28	16				A–B
14	10	16	28	16				C–D
14	12	16	28	16	1 25	1 62	2 50	A–B
14	12	16	28	16	1 25	1 62	2 50	C–D

TABLE NO 6.—BRANCHES (*Continued*)

(Dimensions in Inches.)

Nominal Diam. *A*	*B*	*C*	*D*	*E*	*X*	*Y*	*G*	Class.
14	14	16	28	16	1.25	1.62	2.50	A-B
14	14	16	28	16	1.25	1.62	2.50	C-D
16	4	17	29	17	....	....	....	A-B
16	4	17	29	17	....	....	....	C-D
16	6	17	29	17	....	....	....	A-B
16	6	17	29	17	....	....	....	C-D
16	6	17	29	17	....	....	....	A-B
16	6	17	29	17	....	....	....	C-D
16	8	17	29	17	....	....	....	A-B
16	8	17	29	17	....	....	....	C-D
16	10	17	29	17	....	....	....	A-B
16	10	17	29	17	....	....	....	C-D
16	12	17	29	17	1.25	1.62	2.50	A-B
16	12	17	29	17	1.25	1.62	2.50	C-D
16	14	17	29	17	1.25	1.62	2.50	A-B
16	14	17	29	17	1.25	1.62	2.50	C-D
16	16	17	29	17	1.25	1.62	2.50	A-B
16	16	17	29	17	1.25	1.62	2.50	C-D
18	4	18	30	18	....	....	....	A-B
18	4	18	30	18	....	....	....	C-D
18	6	18	30	18	....	....	....	A-B
18	6	18	30	18	....	....	....	C-D
18	8	18	30	18	....	....	....	A-B
18	8	18	30	18	....	....	....	C-D
18	10	18	30	18	....	....	....	A-B
18	10	18	30	18	....	....	....	C-D
18	12	18	30	18	1.25	1.62	2.50	A-B
18	12	18	30	18	1.25	1.62	2.50	C-D
18	14	18	30	18	1.25	1.62	2.50	A-B
18	14	18	30	18	1.25	1.62	2.50	C-D
18	16	18	30	18	1.25	1.62	2.50	A-B
18	16	18	30	18	1.25	1.62	2.50	C-D
18	18	18	30	18	1.25	1.62	2.50	A-B
18	18	18	30	18	1.25	1.62	2.50	C-D
20	6	19	31	19	1.25	1.62	2.50	A-B
20	6	19	31	19	....	....	....	C-D
20	8	19	31	19	....	....	....	A-B
20	8	19	31	19	....	....	....	C-D
20	10	19	31	19	....	....	....	A-B
20	10	19	31	19	....	....	....	C-D
20	12	19	31	19	1.25	1.62	2.50	A-B
20	12	19	31	19	1.25	1.62	2.50	C-D
20	14	19	31	19	1.25	1.62	2.50	A-B
20	14	19	31	19	1.25	1.62	2.50	C-D
20	16	19	31	19	1.25	1.62	2.50	A-B
20	16	19	31	19	1.25	1.62	2.50	C-D
20	18	19	31	19	1.25	1.62	2.50	A-B
20	18	19	31	19	1.25	1.62	2.50	C-D

TABLE NO 6—BRANCHES (*Continued*)

(Dimensions in Inches)

Nominal Diam. *A*	*B*	*C*	*D*	*F*	*X*	*Y*	*G*	*Class.*
20	20	19	31	19	1 25	1 62	2 50	A-B
20	20	19	31	19	1 25	1 62	2 50	C-D
24	6	21	33	21				A-B
24	6	21	33	21				C-D
24	8	21	33	21				A-B
24	8	21	33	21				C-D
24	10	21	33	21				A-B
24	10	21	33	21				C-D
24	12	21	33	21	1 25	1 62	2 50	A-B
24	12	21	33	21	1 25	1 62	2 50	C-D
24	14	21	33	21	1 25	1 62	2 50	A-B
24	14	21	33	21	1 25	1 62	2 50	C-D
24	16	21	33	21	1 25	1 62	2 50	A-B
24	16	21	33	21	1 25	1 62	2 50	C-D
24	18	21	33	21	1 25	1 62	2 50	A-B
24	18	21	33	21	1 25	1 62	2 50	C-D
24	20	21	33	21	1 25	1 62	2 50	A-B
24	20	21	33	21	1 25	1 62	2 50	C-D
24	24	21	33	21	1 25	1 62	2 50	A-B
24	24	21	33	21	1 25	1 62	2 50	C-D
30	12	15	27	24	1 25	1 62	2 50	A
30	12	15	27	24	1 25	1 62	2 50	B
30	12	15	27	24	1 25	1 62	2 50	C
30	12	15	27	24	1 25	1 62	2 50	D
30	14	16	28	24	1 25	1 62	2 50	A
30	14	16	28	24	1 25	1 62	2 50	B
30	14	16	28	24	1 25	1 62	2 50	C
30	14	16	28	24	1 25	1 62	2 50	D
30	16	17	29	24	1 25	1 62	2 50	A
30	16	17	29	24	1 25	1 62	2 50	B
30	16	17	29	24	1 25	1 62	2 50	C
30	16	17	29	24	1 25	1 62	2 50	D
30	18	18	32	24	1 25	1 62	2 50	A
30	18	18	32	24	1 25	1 62	2 50	B
30	18	18	32	24	1 25	1 62	2 50	C
30	18	18	32	24	1 25	1 62	2 50	D
30	20	19	34	24	1 25	1 62	2 50	A
30	20	19	34	24	1 25	1 62	2 50	B
30	20	19	34	24	1 25	1 62	2 50	C
30	20	19	34	24	1 25	1 62	2 50	D
30	24	21	36	24	1 25	1 62	2 50	A
30	24	21	36	24	1 25	1 62	2 50	B
30	24	21	36	24	1 25	1 62	2 50	C
30	24	21	36	24	1 25	1 62	2 50	D
30	30	24	41	24	1 50	2 00	3 00	A
30	30	24	41	24	1 50	2 00	3 00	B
30	30	24	41	24	1 50	2 00	3 00	C
30	30	24	41	24	1 50	2 00	3 00	D

TABLE NO 6—BRANCHES (*Continued*).

(Dimensions in Inches)

Nominal Diam *A*	*B*	*C*	*D*	*E*	*X*	*Y*	*G*	Class.
36	12	15	27	27	1.25	1.62	2.50	A
36	12	15	27	27	1.25	1.62	2.50	B
36	12	15	27	27	1.25	1.62	2.50	C
36	12	15	27	27	1.25	1.62	2.50	D
36	14	16	28	27	1.25	1.62	2.50	A
36	14	16	28	27	1.25	1.62	2.50	B
36	14	16	28	27	1.25	1.62	2.50	C
36	14	16	28	27	1.25	1.62	2.50	D
36	16	17	29	27	1.25	1.62	2.50	A
36	16	17	29	27	1.25	1.62	2.50	B
36	16	17	29	27	1.25	1.62	2.50	C
36	16	17	29	27	1.25	1.62	2.50	D
36	18	18	32	27	1.25	1.62	2.50	A
36	18	18	32	27	1.25	1.62	2.50	B
36	18	18	32	27	1.25	1.62	2.50	C
36	18	18	32	27	1.25	1.62	2.50	D
36	20	19	34	27	1.25	1.62	2.50	A
36	20	19	34	27	1.25	1.62	2.50	B
36	20	19	34	27	1.25	1.62	2.50	C
36	20	19	34	27	1.25	1.62	2.50	D
36	24	21	36	27	1.25	1.62	2.50	A
36	24	21	36	27	1.25	1.62	2.50	B
36	24	21	36	27	1.25	1.62	2.50	C
36	24	21	36	27	1.25	1.62	2.50	D
36	30	24	41	27	1.50	2.00	3.00	A
36	30	24	41	27	1.50	2.00	3.00	B
36	30	24	41	27	1.50	2.00	3.00	C
36	30	24	41	27	1.50	2.00	3.00	D
36	36	27	44	27	1.50	2.00	3.00	A
36	36	27	44	27	1.50	2.00	3.00	B
36	36	27	44	27	1.50	2.00	3.00	C
36	36	27	44	27	1.50	2.00	3.00	D
42	12	15	27	30	1.25	1.62	2.50	A
42	12	15	27	30	1.25	1.62	2.50	B
42	12	15	27	30	1.25	1.62	2.50	C
42	12	15	27	30	1.25	1.62	2.50	D
42	14	16	28	30	1.25	1.62	2.50	A
42	14	16	28	30	1.25	1.62	2.50	B
42	14	16	28	30	1.25	1.62	2.50	C
42	14	16	28	30	1.25	1.62	2.50	D
42	16	17	29	30	1.25	1.62	2.50	A
42	16	17	29	30	1.25	1.62	2.50	B
42	16	17	29	30	1.25	1.62	2.50	C
42	16	17	29	30	1.25	1.62	2.50	D
42	18	18	32	30	1.25	1.62	2.50	A
42	18	18	32	30	1.25	1.62	2.50	B
42	18	18	32	30	1.25	1.62	2.50	C
42	18	18	32	30	1.25	1.62	2.50	D

TABLE NO 6—BRANCHES (*Continued*)

(Dimensions in Inches)

Nominal Diam A	B	C	D	E	X	Y	G	Class.
42	20	19	34	30	1 25	1 62	2 50	A
42	20	19	34	30	1 25	1 62	2.50	B
42	20	19	34	30	1 25	1.62	2.50	C
42	20	19	34	30	1.25	1 62	2 50	D
42	24	21	36	30	1 25	1 62	2 50	A
42	24	21	36	30	1 25	1 62	2.50	B
42	24	21	36	30	1 25	1 62	2 50	C
42	24	21	36	30	1 25	1 62	2.50	D
42	30	24	41	30	1 50	2 00	3 00	A
42	30	24	41	30	1 50	2 00	3 00	B
42	30	24	41	30	1 50	2 00	3 00	C
42	30	24	41	30	1 50	2 00	3 00	D
42	36	27	41	30	1 50	2 00	3 00	A
42	36	27	41	30	1 50	2 00	3 00	B
42	30	27	44	30	1 50	2 00	3 00	C
42	36	27	44	30	1 50	2 00	3 00	D
42	42	30	47	30	1 50	2 00	3 00	A
42	42	30	47	30	1 50	2 00	3 00	B
42	42	30	47	30	1 50	2 00	3 00	C
42	42	30	47	30	1 50	2 00	3 00	D
48	16	17	29	33	1 25	1 62	2 50	A
48	16	17	29	33	1 25	1 62	2 50	B
48	16	17	29	33	1 25	1 62	2 50	C
48	16	17	29	33	1 25	1 62	2 50	D
48	18	18	32	33	1 25	1 62	2 50	A
48	18	18	32	33	1 25	1 62	2 50	B
48	18	18	32	33	1 25	1 62	2.50	C
48	18	18	32	33	1 25	1 62	2.50	D
48	20	19	34	33	1 25	1 62	2 50	A
48	20	19	34	33	1 25	1.62	2 50	B
48	20	19	34	33	1 25	1 62	2 50	C
48	20	19	34	33	1 25	1 62	2 50	D
48	24	21	36	33	1 25	1 62	2 50	A
48	24	21	36	33	1 25	1 62	2 50	B
48	24	21	36	33	1 25	1 62	2 50	C
48	24	21	36	33	1 25	1 62	2.50	D
48	30	24	41	33	1 50	2 00	3 00	A
48	30	24	41	33	1 50	2 00	3 00	B
48	30	24	41	33	1 50	2 00	3 00	C
48	30	24	41	33	1 50	2 00	3 00	D
48	36	27	44	33	1 50	2 00	3 00	A
48	36	27	44	33	1 50	2 00	3 00	B
48	36	27	44	33	1 50	2 00	3 00	C
48	36	27	44	33	1.50	2.00	3 00	D
48	42	30	47	33	1 50	2 00	3 00	A
48	42	30	47	33	1 50	2 00	3 00	B
48	42	30	47	33	1.50	2 00	3 00	C
48	42	30	47	33	1 50	2 00	3 00	D

TABLE NO 6—BRANCHES (*Continued*).

(Dimensions in Inches)

Nominal Diam A	B	C	D	E	X	Y	G	Class.
48	48	33	50	33	1.50	2.00	3.00	A
48	48	33	50	33	1.50	2.00	3.00	B
48	48	33	50	33	1.50	2.00	3.00	C
48	48	33	50	33	1.50	2.00	3.00	D
54	16	17	29	36	1.25	1.62	2.50	A
54	16	17	29	36	1.25	1.62	2.50	B
54	16	17	29	36	1.25	1.62	2.50	C
54	16	17	29	36	1.25	1.62	2.50	D
54	18	18	32	36	1.25	1.62	2.50	A
54	18	18	32	36	1.25	1.62	2.50	B
54	18	18	32	36	1.25	1.62	2.50	C
54	18	18	32	36	1.25	1.62	2.50	D
54	20	19	34	36	1.25	1.62	2.50	A
54	20	19	34	36	1.25	1.62	2.50	B
54	20	19	34	36	1.25	1.62	2.50	C
54	20	19	34	36	1.25	1.62	2.50	D
54	24	21	36	36	1.25	1.62	2.50	A
54	24	21	36	36	1.25	1.62	2.50	B
54	24	21	36	36	1.25	1.62	2.50	C
54	24	21	36	36	1.25	1.62	2.50	D
54	30	21	41	36	1.50	2.00	3.00	A
54	30	21	41	36	1.50	2.00	3.00	B
54	30	21	41	36	1.50	2.00	3.00	C
54	30	21	41	36	1.50	2.00	3.00	D
54	36	27	44	36	1.50	2.00	3.00	A
54	36	27	44	36	1.50	2.00	3.00	B
54	36	27	44	36	1.50	2.00	3.00	C
54	36	27	44	36	1.50	2.00	3.00	D
54	42	30	47	36	1.50	2.00	3.00	A
54	42	30	47	36	1.50	2.00	3.00	B
54	42	30	47	36	1.50	2.00	3.00	C
54	42	30	47	36	1.50	2.00	3.00	D
54	48	33	50	36	1.50	2.00	3.00	A
54	48	33	50	36	1.50	2.00	3.00	B
54	48	33	50	36	1.50	2.00	3.00	C
54	48	33	50	36	1.50	2.00	3.00	D
54	54	36	53	36	1.50	2.00	3.00	A
54	54	36	53	36	1.50	2.00	3.00	B
54	54	36	53	36	1.50	2.00	3.00	C
54	54	36	53	36	1.50	2.00	3.00	D
60	16	17	29	39	1.25	1.62	2.50	A
60	16	17	29	39	1.25	1.62	2.50	B
60	16	17	29	39	1.25	1.62	2.50	C
60	16	17	29	39	1.25	1.62	2.50	D
60	18	18	32	39	1.25	1.62	2.50	A
60	18	18	32	39	1.25	1.62	2.50	B
60	18	18	32	39	1.25	1.62	2.50	C
60	18	18	32	39	1.25	1.62	2.50	D

TABLE NO. 6.—BRANCHES (*Continued*)

(Dimensions in Inches.)

Nominal Diam. *A*	*B*	*C*	*D*	*I*	*X*	*Y*	*G*	Class.
60	20	19	31	39	1.25	1.62	2.50	A
60	20	19	31	39	1.25	1.62	2.50	B
60	20	19	31	39	1.25	1.62	2.50	C
60	20	19	31	39	1.25	1.62	2.50	D
60	24	21	36	39	1.25	1.62	2.50	A
60	24	21	36	39	1.25	1.62	2.50	B
60	24	21	36	39	1.25	1.62	2.50	C
60	24	21	36	39	1.25	1.62	2.50	D
60	30	24	41	39	1.50	2.00	3.00	A
60	30	24	41	39	1.50	2.00	3.00	B
60	30	24	41	39	1.50	2.00	3.00	C
60	30	24	41	39	1.50	2.00	3.00	D
60	36	27	44	39	1.50	2.00	3.00	A
60	36	27	44	39	1.50	2.00	3.00	B
60	36	27	44	39	1.50	2.00	3.00	C
60	36	27	44	39	1.50	2.00	3.00	D
60	42	30	47	39	1.50	2.00	3.00	A
60	42	30	47	39	1.50	2.00	3.00	B
60	42	30	47	39	1.50	2.00	3.00	C
60	42	30	47	39	1.50	2.00	3.00	D
60	48	33	50	39	1.50	2.00	3.00	A
60	48	33	50	39	1.50	2.00	3.00	B
60	48	33	50	39	1.50	2.00	3.00	C
60	48	33	50	39	1.50	2.00	3.00	D
60	54	36	53	39	1.50	2.00	3.00	A
60	54	36	53	39	1.50	2.00	3.00	B
60	54	36	53	39	1.50	2.00	3.00	C
60	54	36	53	39	1.50	2.00	3.00	D
60	60	39	56	39	1.50	2.00	3.00	A
60	60	39	56	39	1.50	2.00	3.00	B
60	60	39	56	39	1.50	2.00	3.00	C
60	60	39	56	39	1.50	2.00	3.00	D

TABLE NO 6—BRANCHES (*Continued*).

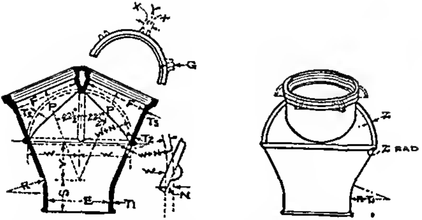
(Dimensions in Inches)

Nominal Diam *A*	*B*	*C*	*D*	*E*	*X*	*Y*	*G*	Class.
48	48	33	50	33	1.50	2.00	3.00	A
48	48	33	50	33	1.50	2.00	3.00	B
48	48	33	50	33	1.50	2.00	3.00	C
48	48	33	50	33	1.50	2.00	3.00	D
54	16	17	29	36	1.25	1.62	2.50	A
54	16	17	29	36	1.25	1.62	2.50	B
54	16	17	29	36	1.25	1.62	2.50	C
54	16	17	29	36	1.25	1.62	2.50	D
54	18	18	32	36	1.25	1.62	2.50	A
54	18	18	32	36	1.25	1.62	2.50	B
54	18	18	32	36	1.25	1.62	2.50	C
54	18	18	32	36	1.25	1.62	2.50	D
54	20	19	34	36	1.25	1.62	2.50	A
54	20	19	34	36	1.25	1.62	2.50	B
54	20	19	34	36	1.25	1.62	2.50	C
54	20	19	34	36	1.25	1.62	2.50	D
54	24	21	36	36	1.25	1.62	2.50	A
54	24	21	36	36	1.25	1.62	2.50	B
54	24	21	36	36	1.25	1.62	2.50	C
54	24	21	36	36	1.25	1.62	2.50	D
54	30	24	41	36	1.50	2.00	3.00	A
54	30	24	41	36	1.50	2.00	3.00	B
54	30	24	41	36	1.50	2.00	3.00	C
54	30	24	41	36	1.50	2.00	3.00	D
54	36	27	41	36	1.50	2.00	3.00	A
54	36	27	41	36	1.50	2.00	3.00	B
54	36	27	41	36	1.50	2.00	4.00	C
54	36	27	41	36	1.50	2.00	3.00	D
54	42	30	47	36	1.50	2.00	3.00	A
54	42	30	47	36	1.50	2.00	3.00	B
54	42	30	47	36	1.50	2.00	3.00	C
54	42	30	47	36	1.50	2.00	3.00	D
54	48	34	50	36	1.70	2.00	3.00	A
54	48	34	50	36	1.50	2.00	3.00	B
54	48	34	50	36	1.50	2.00	3.00	C
54	48	34	50	36	1.50	2.00	3.00	D
54	54	36	53	36	1.50	2.00	3.00	A
54	54	36	53	36	1.50	2.00	3.00	B
54	54	36	53	36	1.50	2.00	3.00	C
54	54	36	53	36	1.50	2.00	3.00	D
60	16	17	29	39	1.25	1.62	2.50	A
60	16	17	29	39	1.25	1.62	2.50	B
60	16	17	29	39	1.25	1.62	2.50	C
60	16	17	29	39	1.25	1.62	2.50	D
60	18	18	32	39	1.25	1.62	2.50	A
60	18	18	32	39	1.25	1.62	2.50	B
60	18	18	32	39	1.25	1.62	2.50	C
60	18	18	32	39	1.25	1.62	2.50	D

TABLE NO. 6.—BRANCHES (*Continued*)

(Dimensions in Inches.)

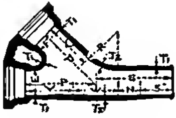
Nominal Diam. *A*	*B*	*C*	*D*	*E*	*X*	*Y*	*G*	Class.
60	20	19	31	39	1.25	1.62	2.50	A
60	20	19	31	39	1.25	1.62	2.50	B
60	20	19	31	39	1.25	1.62	2.50	C
60	20	19	31	39	1.25	1.62	2.50	D
60	24	21	36	39	1.25	1.62	2.50	A
60	24	21	36	39	1.25	1.62	2.50	B
60	24	21	36	39	1.25	1.62	2.50	C
60	24	21	36	39	1.25	1.62	2.50	D
60	30	24	41	39	1.50	2.00	3.00	A
60	30	24	41	39	1.50	2.00	3.00	B
60	30	24	41	39	1.50	2.00	3.00	C
60	30	24	41	39	1.50	2.00	3.00	D
60	36	27	44	39	1.50	2.00	3.00	A
60	36	27	44	39	1.50	2.00	3.00	B
60	36	27	44	39	1.50	2.00	3.00	C
60	36	27	44	39	1.50	2.00	3.00	D
60	42	30	47	39	1.50	2.00	3.00	A
60	42	30	47	39	1.50	2.00	3.00	B
60	42	30	47	39	1.50	2.00	3.00	C
60	42	30	47	39	1.50	2.00	3.00	D
60	48	33	50	39	1.50	2.00	3.00	A
60	48	33	50	39	1.50	2.00	3.00	B
60	48	33	50	39	1.50	2.00	3.00	C
60	48	33	50	39	1.50	2.00	3.00	D
60	54	36	53	39	1.50	2.00	3.00	A
60	54	36	53	39	1.50	2.00	3.00	B
60	54	36	53	39	1.50	2.00	3.00	C
60	54	36	53	39	1.50	2.00	3.00	D
60	60	39	56	39	1.50	2.00	3.00	A
60	60	39	56	39	1.50	2.00	3.00	B
60	60	39	56	39	1.50	2.00	3.00	C
60	60	39	56	39	1.50	2.00	3.00	D



TYPE 1.—12″ to 48″

$G = 2.50''$ for 12″ to 24″ bells
$X = 1.25''$ for 12″ to 24″ bells
$Y = 1.62''$ for 12″ to 24″ bells
$Z = 1.00''$ for 12″ to 14″ bells

$G = 3.00''$ for 30″ to 60″ bells.
$X = 1.50''$ for 30″ to 60″ bells
$Y = 2.00''$ for 30″ to 60″ bells.
$Z = 1.25''$ for 16″ to 30″ bells.
$Z = 1.50''$ for 36″ to 60″ bells.



TYPE 2.—4″ to 16″

TABLE NO 7.—Y BRANCHES.

(Dimensions in Inches.)

Nom Diam E	Nom Diam F	S	P	V	U	N	R	T_1	T_2	T_3	Type	Class.
4	4	11.5	10.5	7.18	6.64	3.18	6	0.52	0.65	.....	2	D
6	6	13.0	13.0	9.27	7.46	4.27	6	0.55	0.68	.	2	D
8	8	14.0	16.0	11.85	8.30	4.85	6	0.60	0.72		2	D
10	10	15.5	18.5	13.91	9.12	5.91	6	0.68	0.85	. .	2	D
12	12	15.5	21.5	16.54	9.92	5.54	6	0.75	0.95		2	D
12	12	16.0	21.5	8.00	9.79	1.19	30	0.75	1.10	0.75	1	D
14	14	16.0	24.0	18.62	10.76	5.62	6	0.66	0.80	.	2	A-B
14	14	16.0	24.0	18.62	10.76	5.62	6	0.82	1.00	...	2	C-D
14	14	16.0	24.0	9.00	11.30	1.00	30	0.66	0.90	0.66	1	A-B
14	14	16.0	24.0	9.00	11.30	1.29	30	0.82	1.1[illegible]	0.82	1	C-D

TABLE NO 7.—Y BRANCHES (Continued)

(Dimensions in Inches)

Nom Diam E	Nom Diam F	S	P	V	W	N	R	T_1	T_2	T_3	Class.
16	16	17.5	27.5	21.70	11.60	6.70	6	0.70	0.85		A-B
16	16	17.5	27.5	21.70	11.60	6.70	6	0.89	1.10		C-D
16	16	17.0	27.5	10.50	13.00	1.10	30	0.70	1.00	0.70	A-B
16	16	17.0	27.5	10.50	13.00	1.50	30	0.89	1.30	0.89	C-D
18	18	18.0	30.0	12.0	14.7	1.17	30	0.75	1.08	0.75	A-B
18	18	18.0	30.0	12.0	14.7	1.36	30	0.96	1.10	0.96	C-D
20	20	18.0	34.0	13.5	16.4	1.25	30	0.80	1.15	0.80	A-B
20	20	18.0	34.0	13.5	16.4	1.62	30	1.03	1.50	1.03	C-D
24	18	9.0	30.0	12.0	14.7	1.17	30	0.89	1.08	0.75	A-B
24	18	9.0	30.0	12.0	14.7	1.36	30	1.16	1.40	0.96	C-D
24	20	12.0	34.0	13.5	16.4	1.25	30	0.89	1.15	0.80	A-B
24	20	12.0	34.0	13.5	16.4	1.62	30	1.16	1.50	1.03	C-D
24	24	18.0	38.0	15.25	19.3	1.11	30	0.89	1.30	0.80	A-B
24	24	18.0	38.0	15.25	19.3	1.84	30	1.16	1.70	1.16	C-D
30	24	12.0	38.0	15.25	19.3	1.45	30	0.88	1.25	0.80	A
30	24	12.0	38.0	15.25	19.3	1.55	30	1.03	1.25	0.80	B
30	24	12.0	38.0	15.25	19.3	1.79	30	1.20	1.65	1.16	C
30	24	12.0	38.0	15.25	19.3	1.79	30	1.37	1.65	1.10	D
30	30	18	48	18	23.7	1.35	30	0.68	1.25	0.88	A
30	30	18	48	18	23.7	1.62	30	1.03	1.50	1.03	B
30	30	18	48	18	23.7	1.89	30	1.20	1.75	1.20	C
30	30	18	48	18	23.7	2.16	30	1.37	2.00	1.37	D
36	30	10	48	18	23.7	1.35	30	0.99	1.25	0.68	A
36	30	10	48	18	23.7	1.62	30	1.15	1.50	1.03	B
36	30	10	48	18	23.7	1.89	30	1.36	1.75	1.20	C
36	30	10	48	18	23.7	2.16	30	1.58	2.00	1.37	D
36	36	18	54	21	28.2	1.62	24	0.99	1.50	0.99	A
36	36	18	54	21	28.2	1.79	24	1.15	1.65	1.15	B
36	36	18	54	21	28.2	2.16	24	1.36	2.00	1.36	C
36	36	18	54	21	28.2	2.54	24	1.58	2.35	1.58	D
42	30	6	48	18	23.7	1.35	30	1.10	1.25	0.88	A
42	30	6	48	18	23.7	1.62	30	1.28	1.50	1.03	B
42	30	6	48	18	23.7	1.89	30	1.54	1.75	1.20	C
42	30	6	48	18	23.7	2.16	30	1.78	2.00	1.37	D
42	36	10	54	21	28.2	1.62	24	1.10	1.50	0.99	A
42	36	10	54	21	28.2	1.79	24	1.28	1.65	1.15	B
42	36	10	54	21	28.2	2.16	24	1.54	2.00	1.36	C
42	36	10	54	21	28.2	2.51	24	1.78	2.35	1.58	D
42	42	18	60	25	33.1	1.79	24	1.10	1.65	1.10	A
42	42	18	60	25	33.1	1.95	24	1.28	1.80	1.28	B
42	42	18	60	25	33.1	2.44	24	1.54	2.25	1.51	C
42	42	18	60	25	33.1	2.87	24	1.78	2.65	1.78	D
48	36	2	54	21	28.2	1.62	24	1.26	1.50	0.99	A
48	36	2	54	21	28.2	1.79	24	1.42	1.65	1.15	B
48	36	2	54	21	28.2	2.16	24	1.71	2.00	1.36	C
48	36	2	54	21	28.2	2.51	24	1.96	2.35	1.58	D

TABLE NO 7 *(Continued)*

(Dimensions in Inches)

Nom Diam		S	P	V	W	N	R	T_1	T_2	T_3	Class.
E	F										
48	42	10	60	25	33 1	1 79	24	1.26	1.65	1.10	A
48	42	10	60	25	33 1	1 95	24	1 42	1 80	1 28	B
48	42	10	60	25	33 1	2 44	24	1 71	2 25	1.54	C
48	42	10	60	25	33 1	2 87	24	1 96	2 65	1.78	D
48	48	18	68 5	28	37 6	1 95	24	1 26	1 80	1.26	A
48	48	18	68 5	28	37 6	2 27	24	1.42	2 10	1 12	B
48	48	18	68 5	28	37 6	2 70	24	1 71	2 55	1 71	C
48	48	18	68 5	28	37 6	3 13	24	1 96	2 90	1 96	D
54	36	2	54	21	28 2	1 62	24	1.35	1 50	0 99	A
54	30	2	54	21	28 2	1 79	24	1 55	1 65	1.15	B
54	30	2	54	21	28 2	2 16	24	1 90	2 00	1.36	C
54	36	2	54	21	28 2	2 51	24	2 23	2 35	1.58	D
54	42	6	60	25	33 1	1 75	24	1 35	1 65	1 10	A
54	42	6	60	25	33 1	1 95	24	1 55	1 80	1 28	B
54	42	6	60	25	33 1	2 41	24	1 90	2 25	1 54	C
54	42	6	60	25	33 1	2 87	24	2 23	2 65	1 78	D
54	48	10	68 5	28	37 6	1 95	24	1 35	1 80	1.26	A
54	48	10	68 5	28	37 6	2 27	24	1 55	2 10	1.42	B
54	48	10	68 5	29	37 6	2 70	24	1 90	2 55	1 71	C
54	48	10	68 5	28	37 6	3 13	24	2 23	2 90	1 90	D
54	54	18	78	31	42	2 46	24	1 35	2 00	1 35	A
54	54	18	78	31	42	2 41	24	1 55	2 25	1 55	B
54	54	18	78	31	42	3 08	24	1 90	2 85	1 90	C
54	54	18	78	31	12	3 50	24	2 23	3 25	2 23	D
60	36	2	54	21	28 2	1 62	24	1 39	1 50	0 99	A
60	36	2	54	21	28 2	1 79	24	1 67	1 65	1 15	B
60	36	2	54	21	28 2	2 16	24	2 00	2 00	1 36	C
60	36	2	54	21	28 2	2 51	24	2 38	2 35	1 58	D
60	42	6	60	25	33 1	1 75	24	1 39	1 65	1 10	A
60	42	6	60	25	33 1	1 95	24	1 67	1 80	1 28	B
60	42	6	60	25	33 1	2 41	24	2 00	2 25	1 51	C
60	42	6	60	25	33 1	2 87	24	2 38	2 65	1 78	D
60	48	8	68 5	28	37 6	1 95	24	1 39	1 80	1 26	A
60	48	8	68 5	28	37 6	2 27	24	1 67	2 10	1.12	B
60	48	8	68 5	28	37 6	2 70	24	2 00	2 55	1 71	C
60	48	8	68 5	28	37 6	3 13	24	2,38	2 90	1.96	D
60	54	12	78	31	42	2 10	24	1 39	2 00	1 35	A
60	54	12	78	31	42	2 41	24	1 67	2 25	1 55	B
60	54	12	78	31	42	3 08	24	2 00	2 85	1 90	C
60	54	12	78	31	42	3 50	24	2 38	3 25	2 23	D
60	60	18	90	35	46 7	2 22	24	1 39	2 05	1 39	A
60	60	18	90	35	46 7	2 70	24	1 67	2 50	1 67	B
60	60	18	90	35	46.7	3 25	24	2 00	3 00	2 00	C
60	60	18	90	35	16 7	3 78	24	2 38	3 50	2.38	D

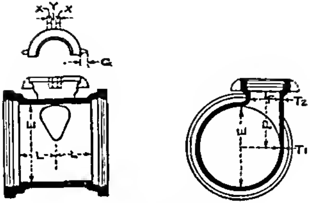


TABLE NO 8.—BLOW-OFF BRANCHES.
(Dimensions in Inches)

Nom Diam		L	P	T_1	T_2	X	Y	G	[illegible]
E	F								
8	4	12	7	0.60	0.52	...	....	...	D
10	4	12	8	0.68	0.52	...	....	...	D
10	0	12	8	0.68	0.55	...	....	...	D
12	4	12	10	0.75	0.52	...	....	...	D
12	6	12	10	0.75	0.55	...	....	...	D
14	4	12	11	0.66	0.52	...	....	...	
14	4	12	11	0.82	0.52	...	....	...	
14	6	12	11	0.66	0.55	...	....	...	
14	6	12	11	0.82	0.55	...	....	...	
16	4	12	12	0.70	0.52	...	....	...	
16	4	12	12	0.89	0.52	...	....	...	
16	6	12	12	0.70	0.55	...	....	...	
16	6	12	12	0.89	0.55	...	....	...	
18	4	12	13	0.75	0.52	...	....	...	
18	4	12	13	0.96	0.52	...	....	...	
18	6	12	13	0.75	0.55	...	....	...	
18	6	12	13	0.96	0.55	...	....	...	
20	4	12	14	0.80	0.52	...	....	...	
20	4	12	14	1.03	0.52	...	....	...	
20	6	12	14	0.80	0.55	...	....	...	
20	6	12	14	1.03	0.55	...	....	...	
24	6	12	16	0.89	0.55	...	....	...	
24	6	12	10	1.16	0.55	...	....	...	
24	8	12	10	0.89	0.60	...	....	...	
24	8	12	16	1.16	0.60	...	....	...	
30	8	13	20	0.88	0.60	...	....	...	
30	8	13	20	1.03	0.60	...	....	...	
30	8	13	20	1.20	0.60	...	....	...	
30	8	13	20	1.37	0.60	...	....	...	

TABLE NO 8 (*Continued*).

(Dimensions in Inches)

Nom Diam *E*	Nom Diam *F*	*L*	*P*	T_1	T_2	*X*	*Y*	*G*	Class.
30	12	13	20	0 58	0 75	1 25	1 62	2 50	A
30	12	13	20	1 03	0 75	1 25	1 62	2 50	B
30	12	13	20	1 20	0 75	1 25	1 62	2 50	C
30	12	13	20	1 37	0 75	1 25	1 62	2 50	D
36	8	13	23	0 99	0 60			.. .	A
36	8	13	23	1 15	0 60	.		. ..	B
36	8	13	23	1 36	0 60	.		. ..	C
36	8	13	23	1 58	0 60	.	.	..	D
36	12	13	23	0 99	0 75	1 25	1.62	2 50	A
36	12	13	23	1 15	0 75	1 25	1 62	2.50	B
36	12	13	23	1 36	0 75	1 25	1 62	2 50	C
36	12	13	23	1 58	0 75	1 25	1 62	2 50	D
42	12	15	26	1 10	0 75	1 25	1 62	2.50	A
42	12	15	26	1 28	0 75	1 25	1 62	2 50	B
42	12	15	26	1 54	0 75	1 25	1 62	2 50	C
42	12	15	26	1 78	0 75	1 25	1 62	2.50	D
42	16	15	26	1 10	0 70	1 25	1 62	2 50	A
42	16	15	26	1 28	0 70	1 25	1 62	2 50	B
42	16	15	26	1 54	0 89	1 25	1 62	2 50	C
42	16	15	26	1 78	0 89	1 25	1 62	2 50	D
48	12	17	30	1 26	0 75	1 25	1 62	2.50	A
48	12	17	30	1 42	0 75	1 25	1 62	2 50	B
48	12	17	30	1 71	0 75	1 25	1 62	2 50	C
48	12	17	30	1 96	0 75	1 25	1 62	2 50	D
48	16	17	30	1 26	0 70	1 25	1 62	2 50	A
48	16	17	30	1 42	0 70	1 25	1 62	2 50	B
48	16	17	30	1 71	0 89	1 25	1 62	2.50	C
48	16	17	30	1 96	0 89	1 25	1 62	2 50	D
54	12	19	33	1 35	0 75	1 25	1 62	2 50	A
54	12	19	33	1 55	0 75	1 25	1 62	2.50	B
54	12	19	33	1 90	0 75	1 25	1 62	2.50	C
54	12	19	33	2 23	0 75	1 25	1 62	2 50	D
54	16	19	33	1 35	0 70	1 25	1 62	2 50	A
54	16	19	33	1 55	0 70	1 25	1 62	2.50	B
54	16	19	33	1 90	0 89	1 25	1 62	2 50	C
54	16	19	33	2 23	0 89	1 25	1 62	2 50	D
60	12	21	36	1 39	0 75	1 25	1 62	2 50	A
60	12	21	36	1 67	0 75	1 25	1.62	2 50	B
60	12	21	36	2 00	0 75	1 25	1 62	2 50	C
60	12	21	36	2 38	0 75	1 25	1 62	2 50	D
60	16	21	36	1 39	0 70	1 25	1 62	2.50	A
60	16	21	36	1 67	0 70	1 25	1 62	2 50	B
60	16	21	36	2 00	0 89	1 25	1 62	2 50	C
60	16	21	36	2 38	0 89	1 25	1 62	2.50	D

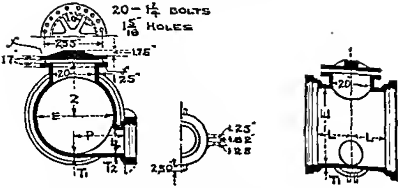


TABLE NO 9.—BLOW-OFF BRANCHES WITH MANHOLES.

(Dimensions in Inches.)

Nominal Diameter		L	P	N	T_1	T_2	Class.
E	F						
30	8	17	20	21	0.88	0.60	A
30	8	17	20	21	1.03	0.60	B
30	8	17	20	21	1.20	0.60	C
30	8	17	20	21	1.37	0.60	D
30	12	17	20	21	0.88	0.75	A
30	12	17	20	21	1.03	0.75	B
30	12	17	20	21	1.20	0.75	C
30	12	17	20	21	1.37	0.75	D
30	8	17	23	24	0.99	0.60	A
36	8	17	23	24	1.15	0.60	B
36	8	17	23	24	1.36	0.60	C
36	8	17	23	24	1.58	0.60	D
36	12	17	23	24	0.99	0.75	A
36	12	17	23	24	1.15	0.75	B
36	12	17	23	24	1.36	0.75	C
36	12	17	23	24	1.58	0.75	D
42	12	17	26	27	1.10	0.75	A
42	12	17	26	27	1.28	0.75	B
42	12	17	26	27	1.54	0.75	C
42	12	17	26	27	1.78	0.75	D
42	16	17	26	27	1.10	0.70	A
42	16	17	26	27	1.28	0.70	B
42	16	17	26	27	1.54	0.89	C
42	16	17	26	27	1.78	0.89	D
48	12	17	30	30	1.26	0.75	A
48	12	17	30	30	1.42	0.75	B
48	12	17	30	30	1.71	0.75	C
48	12	17	30	30	1.96	0.75	D

TABLE NO 9 (*Continued*)
(Dimensions in Inches)

Nominal Diameter		L	P	N	T_1	T_2	Class.
E	F						
48	16	17	30	30	1.26	0.70	A
48	16	17	30	30	1.42	0.70	B
48	16	17	30	30	1.71	0.89	C
48	16	17	30	30	1.96	0.89	D
54	12	19	33	33	1.35	0.75	A
54	12	19	33	33	1.55	0.75	B
54	12	19	33	33	1.90	0.75	C
54	12	19	33	33	2.23	0.75	D
54	16	19	33	33	1.35	0.70	A
54	16	19	33	33	1.55	0.70	B
54	16	19	33	33	1.90	0.89	C
54	16	19	33	33	2.23	0.89	D
60	12	21	36	36	1.39	0.75	A
60	12	21	36	36	1.67	0.75	B
60	12	21	36	36	2.00	0.75	C
60	12	21	36	36	2.38	0.75	D
60	16	21	36	36	1.39	0.70	A
60	16	21	36	36	1.67	0.70	B
60	16	21	36	36	2.00	0.89	C
60	16	21	36	36	2.38	0.89	D

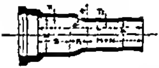


TABLE NO 10—REDUCERS.
TYPE 1
(Dimensions in Inches)

Nom Diam		S	K	M	V	L	R	T_1	T_2	Class
E	F									
6	1	10	3.3	14.7	2	30	3	0.55	0.52	D
8	4	10	5.3	12.7	2	30	4	0.60	0.52	D
8	6	10	3.9	14.1	2	30	4	0.60	0.55	D
10	4	10	7.1	10.9	2	30	5	0.68	0.52	D
10	6	10	6.0	12.0	2	30	5	0.68	0.55	D
10	8	10	4.4	13.6	2	30	5	0.68	0.60	D
12	6	10	7.9	10.1	2	30	6	0.75	0.55	D
12	8	10	6.6	11.4	2	30	6	0.75	0.60	D
12	10	10	4.8	13.2	2	30	6	0.75	0.68	D

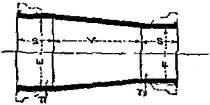


TABLE NO 11—REDUCERS.

TYPE 2

(Dimensions in Inches.)

Nominal Diameter		V	S	T_1	T_2	Class.
E	F					
14	6	20	8	0.66	0.55	A–B
14	0	20	8	0.82	0.55	C–D
14	8	20	8	0.66	0.60	A–B
14	8	20	8	0.82	0.60	C–D
14	10	20	8	0.66	0.66	A–B
14	10	20	8	0.88	0.68	C–D
14	12	20	8	0.66	0.66	A–B
14	12	20	8	0.82	0.75	C–D
16	0	20	8	0.70	0.55	A–B
16	6	20	8	0.89	0.55	C–D
16	8	20	8	0.70	0.60	A–B
16	8	20	8	0.89	0.60	C–D
16	10	20	8	0.70	0.68	A–B
16	10	20	8	0.89	0.68	C–D
16	12	20	8	0.70	0.70	A–B
16	12	20	8	0.89	0.75	C–D
16	14	20	8	0.70	0.66	A–B
16	14	20	8	0.89	0.82	C–D
18	8	20	8	0.75	0.60	A–B
18	8	20	8	0.96	0.60	C–D
18	10	20	8	0.75	0.68	A–B
18	10	20	8	0.96	0.68	C–D
18	12	20	8	0.75	0.75	A–B
18	12	20	8	0.96	0.75	C–D
18	14	20	8	0.75	0.66	A–B
18	14	20	8	0.96	0.82	C–D
18	16	20	8	0.75	0.70	A–B
18	16	20	8	0.96	0.89	C–D
20	10	26	8	0.80	0.68	A–B
20	10	26	8	1.03	0.68	C–D

TABLE NO 11 (*Continued*)

(Dimensions in Inches)

Nominal Diameter		V	S	T_1	T_2	Class.
E	F					
20	12	20	8	0.80	0.75	A–B
20	12	20	8	1.03	0.75	C–D
20	14	26	8	0.80	0.66	A–B
20	14	26	8	1.03	0.82	C–D
20	16	26	8	0.80	0.70	A–B
20	16	26	8	1.03	0.89	C–D
20	18	26	8	0.80	0.75	A–B
20	18	26	8	1.03	0.96	C–D
24	14	26	8	0.89	0.66	A–B
24	14	20	8	1.10	0.82	C–D
24	10	26	8	0.89	0.70	A–B
24	10	26	8	1.16	0.89	C–D
24	18	26	8	0.89	0.75	A–B
24	18	26	8	1.10	0.96	C–D
24	20	26	8	0.89	0.80	A–B
24	20	26	8	1.16	1.03	C–D
30	18	20	8	0.88	0.75	A
30	18	20	8	1.03	0.75	B
30	18	20	8	1.20	0.96	C
30	18	26	8	1.37	0.96	D
30	20	26	8	0.88	0.80	A
30	20	26	8	1.03	0.80	B
30	20	26	8	1.20	1.03	C
30	20	20	8	1.37	1.03	D
30	24	26	8	0.88	0.88	A
30	24	26	8	1.03	0.89	B
30	24	26	8	1.20	1.16	C
36	24	26	8	1.37	1.16	D
36	20	32	8	0.99	0.80	A
36	20	32	8	1.15	0.80	B
36	20	32	8	1.36	1.03	C
36	20	32	8	1.85	1.03	D
36	24	32	8	0.99	0.89	A
36	24	32	8	1.15	0.89	B
36	21	32	8	1.36	1.16	C
36	24	32	8	1.58	1.16	D
36	30	32	8	0.99	0.88	A
36	30	32	8	1.15	1.03	B
36	30	32	8	1.36	1.20	C
36	30	32	8	1.58	1.37	D
42	20	32	8	1.10	0.80	A
42	20	32	8	1.28	0.80	B
42	20	32	8	1.51	1.03	C
42	20	32	8	1.78	1.03	D
42	24	32	8	1.10	0.89	A
42	24	32	8	1.28	0.89	B
42	24	32	8	1.51	1.16	C
42	24	32	8	1.78	1.16	D

TABLE NO. 11 (*Continued*)
(Dimensions in Inches.)

Nominal Diameter		L	S	T_1	T_2	Class.
E	*F*					
42	30	32	8	1.10	0.88	A
42	30	32	8	1.28	1.03	B
42	30	32	8	1.54	1.20	C
42	30	32	8	1.78	1.37	D
42	30	66	8	1.10	0.88	A
42	30	66	8	1.28	1.03	B
42	30	66	8	1.54	1.20	C
42	30	66	8	1.78	1.37	D
42	36	32	8	1.10	0.99	A
42	36	32	8	1.28	1.15	B
42	36	32	8	1.54	1.36	C
42	36	32	8	1.78	1.58	D
42	36	66	8	1.10	0.99	A
42	36	66	8	1.28	1.15	B
42	36	66	8	1.54	1.36	C
42	36	66	8	1.78	1.58	D
48	30	32	8	1.26	0.88	A
48	30	32	8	1.42	1.03	B
48	30	32	8	1.71	1.20	C
48	30	32	8	1.96	1.37	D
48	30	132	8	1.26	0.88	A
48	30	132	8	1.42	1.03	B
48	30	132	8	1.71	1.20	C
48	30	132	8	1.96	1.37	D
48	36	32	8	1.26	0.99	A
48	36	32	8	1.42	1.15	B
48	36	32	8	1.71	1.36	C
48	36	32	8	1.96	1.58	D
48	36	132	8	1.26	0.99	A
48	36	132	8	1.42	1.15	B
48	36	132	8	1.71	1.36	C
48	36	132	8	1.96	1.58	D
48	42	32	8	1.26	1.10	A
48	42	32	8	1.42	1.28	B
48	42	32	8	1.71	1.54	C
48	42	32	8	1.96	1.78	D
48	42	132	8	1.26	1.10	A
48	42	132	8	1.42	1.28	B
48	42	132	8	1.71	1.54	C
48	42	132	8	1.96	1.78	D
54	36	66	8	1.35	0.99	A
54	36	66	8	1.55	1.15	B
54	36	66	8	1.90	1.36	C
54	36	66	8	2.23	1.58	D
54	36	132	8	1.35	0.99	A
54	36	132	8	1.55	1.15	B
54	36	132	8	1.90	1.36	C
54	36	132	8	2.23	1.58	D

TABLE NO. 11 (*Continued*).

(Dimensions in Inches)

Nominal Diameter		V	S	T_1	T_2	Class.
E	F					
54	42	66	8	1.35	1.10	A
54	42	66	8	1.55	1.28	A
54	42	66	8	1.90	1.54	C
54	42	66	8	2.23	1.78	D
54	42	132	8	1.35	1.10	A
54	42	132	8	1.55	1.28	B
54	42	132	8	1.90	1.54	C
54	42	132	8	2.23	1.78	D
54	48	66	8	1.35	1.20	A
54	48	66	8	1.55	1.42	B
54	48	66	8	1.90	1.71	C
54	48	66	8	2.23	1.96	D
54	48	132	8	1.35	1.20	A
54	48	132	8	1.55	1.42	B
54	48	132	8	1.90	1.71	C
54	48	132	8	2.23	1.96	D
60	36	66	8	1.39	0.99	A
60	36	66	8	1.67	1.15	B
60	36	66	8	2.00	1.36	C
60	36	66	8	2.38	1.58	D
60	36	132	8	1.39	0.99	A
60	36	132	8	1.67	1.15	B
60	36	132	8	2.00	1.36	C
60	36	132	8	2.38	1.58	D
60	42	66	8	1.39	1.16	A
60	42	66	8	1.67	1.28	B
60	42	66	8	2.00	1.51	C
60	42	66	8	2.38	1.78	D
60	42	132	8	1.39	1.10	A
60	42	132	8	1.67	1.28	B
60	42	132	8	2.00	1.51	C
60	42	132	8	2.38	1.78	D
60	48	66	8	1.39	1.20	A
60	48	66	8	1.67	1.42	B
60	48	66	8	2.00	1.71	C
60	48	66	8	2.38	1.96	D
60	48	132	8	1.39	1.20	A
60	48	132	8	1.67	1.42	B
60	48	132	8	2.00	1.71	C
60	48	132	8	2.38	1.96	D
60	54	66	8	1.39	1.35	A
60	54	66	8	1.67	1.55	B
60	54	66	8	2.00	1.90	C
60	54	66	8	2.38	2.23	D
60	54	132	8	1.39	1.35	A
60	54	132	8	1.67	1.55	B
60	54	132	8	2.00	1.90	C
60	54	132	8	2.38	2.23	D

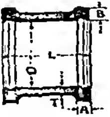


TABLE NO 12—SLEEVES.

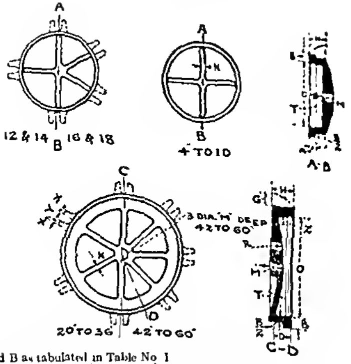
(Dimensions in Inches)

Nominal Diameter	Class	A	B	L	O	T
4	D	1 50	1 30	10	5 50	0 05
6	D	1 50	1 40	10	7 00	0.70
8	D	1 50	1 50	12	10 10	0 75
10	D	1 50	1 60	12	12 20	0.80
12	D	1 50	1 70	14	14 30	0 85
14	A-B	1 50	1 70	15	16 20	0 85
14	C-D	1 50	1 80	15	16 50	0 90
10	A-B	1 75	1 80	15	18 50	0 90
10	C-D	1 75	1 90	15	18 90	1 00
18	A-B	1 75	1 90	15	20 60	0 95
18	C-D	1 75	2 10	15	21 00	1 05
20	A-B	1 75	2 00	15	22 70	1 00
20	C-D	1 75	2 30	15	23 10	1.15.
21	A-B	2 00	2 10	15	26 90	1 05
24	C-D	2 00	2 50	15	27 40	1 25
30	A	2 00	2 30	15	32 80	1 15
30	B	2 00	2 30	15	33 10	1 15
30	C	2 00	2 60	15	33 50	1 32
30	D	2 00	3 00	15	33 80	1.50
36	A	2 00	2 50	15	39 00	1 25
36	B	2 00	2 80	15	39 40	1 40
36	C	2 00	3 10	15	39 80	1 60
36	D	2 00	3 40	15	40 20	1.80
36	A	2 00	2 50	20	39 00	1 25
36	B	2 00	2 80	20	39 40	1 40
36	C	2 00	3 10	20	39 80	1 60
36	D	2 00	3 40	20	40 20	1 80
42	A	2 00	2 80	15	45 30	1 40
42	B	2 00	3 00	15	45 60	1 50
42	C	2 00	3 40	15	46 20	1.75
42	D	2 00	3 80	15	46.70	1 95
42	A	2 00	2 80	20	45 30	1 40
42	B	2 00	3 00	20	45 60	1.50
42	C	2 00	3 40	20	46 20	1 75
42	D	2 00	3 80	20	46.70	1.95

TABLE NO. 12 (*Continued*).

(Dimensions in Inches.)

Nominal Diameter.	Class.	*A*	*B*	*L*	*O*	*T*
48	A	2.00	3.00	15	51.60	1.50
48	B	2.00	3.30	15	51.90	1.65
48	C	2.00	3.80	15	52.50	1.95
48	D	2.00	4.20	15	53.10	2.20
48	A	2.00	3.00	20	51.60	1.50
48	B	2.00	3.30	20	51.90	1.65
48	C	2.00	3.80	20	52.50	1.95
48	D	2.00	4.20	20	53.10	2.20
54	A	2.25	3.20	15	57.70	1.60
54	B	2.25	3.60	15	58.20	1.80
54	C	2.25	4.00	15	58.90	2.15
54	D	2.25	4.40	15	59.50	2.45
54	A	2.25	3.20	20	57.70	1.60
54	B	2.25	3.60	20	58.20	1.80
54	C	2.25	4.00	20	58.90	2.15
54	D	2.25	4.40	20	59.50	2.45
60	A	2.25	3.40	15	63.90	1.70
60	B	2.25	3.70	15	64.50	1.90
60	C	2.25	4.20	15	65.30	2.25
60	D	2.25	4.70	.15	65.90	2.60
60	A	2.25	3.40	20	63.00	1.70
	B	2.25	3.70	20	64.50	1.90
	C	2.25	4.20	20	65.30	2.25
	D	2.25	4.70	20	65.90	2.60



A and B as tabulated in Table No 1

G = 2 50" for 12" to 24" incl
X = 1 25" for 12" to 24" incl
Y = 1 62" for 12" to 24" incl

G = 3 00" for 30" to 60" incl
X = 1 50" for 30" to 60" incl
Y = 2 00" for 30" to 60" incl.

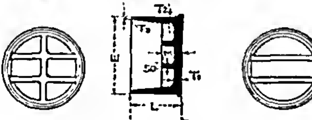
TABLE NO 13 —CAPS

(Dimensions in Inches)

Nominal Diameter	D	O	H	T	M	K	Z	R	Class
4	4 0	5 7	4 10	0 60				. .	D
6	4 0	7 8	4 15	0 65			. .	. . . .	D
8	4 0	10 0	4 75	0 75			. . .	.	D
10	4 0	12 1	4 75	0 76	1 50	0 75	. . .	16 2	D
12	4 0	14 2	4 75	0 75	1 75	0 75	. . . .	18 7	D
14	4 0	16 1	4 90	0 90	1 90	0 75	. . . .	22 4	A-B
14	4 0	16 45	4 90	0 90	1 90	0 75	. .	22 4	C-D
16	4 0	18 4	5 00	1 00	2 00	0 75		27 0	A-B
16	4 0	18 8	5 00	1 00	2 00	0 75	. .	27 0	C-D
18	4 0	20 5	5 00	1 00	2 00	1 00	. . .	32 0	A-B
18	4 0	20 92	5 00	1 00	2 00	1 00	. . . .	32 0	C-D
20	4 0	22 6	5 00	1 00	3 00	1 00	1 25	18 2	A-B
20	4 0	23 06	5 00	1 00	3 00	1 00	1 50	18 2	C-D
24	4 0	26 8	5 25	1 05	3 50	1 00	1 30	23 5	A-B
24	4 0	27 32	5 25	1 05	3 50	1 00	1 55	23 5	C-D

TABLE NO 13 (*Continued*).
(Dimensions in Inches)

Nominal Diam	D	O	H	T	M	K	Z	R	Class.
30	4.5	32.71	5.75	1.15	3.50	1.15	1.30	34.8	A
30	4.5	33.00	5.75	1.15	3.50	1.15	1.50	34.8	B
30	4.5	33.40	5.75	1.15	3.50	1.15	1.70	34.8	C
30	4.5	33.74	5.75	1.15	3.50	1.15	1.90	34.8	D
36	4.5	38.96	6.00	1.25	4.00	1.25	1.63	44.0	A
36	4.5	39.30	6.00	1.30	3.95	1.25	1.88	44.0	B
36	4.5	39.70	6.00	1.35	3.90	1.25	2.08	44.0	C
36	4.5	40.16	6.00	1.40	3.85	1.25	2.30	44.0	D
42	5.00	45.20	7.00	1.40	4.00	1.40	2.00	63.5	A
42	5.00	45.50	7.00	1.50	3.90	1.40	2.25	63.5	B
42	5.00	46.10	7.00	1.60	3.80	1.40	2.55	63.5	C
42	5.00	46.58	7.00	1.70	3.70	1.40	2.80	63.5	D
48	5.00	51.50	7.00	1.70	4.00	1.50	2.10	76.5	A
48	5.00	51.80	7.00	1.90	3.80	1.50	2.40	76.5	B
48	5.00	52.40	7.00	2.00	3.70	1.50	2.70	76.5	C
48	5.00	52.98	7.00	2.10	3.60	1.50	3.00	76.5	D
54	5.5	57.66	7.5	1.90	4.50	1.50	2.20	82.0	A
54	5.5	58.10	7.5	2.00	4.40	1.50	2.50	82.0	B
54	5.5	58.80	7.5	2.10	4.30	1.50	2.80	82.0	C
54	5.5	59.40	7.5	2.20	4.20	1.50	3.10	82.0	D
60	5.5	63.80	7.5	2.00	4.50	1.50	2.30	99.0	A
60	5.5	64.40	7.5	2.10	4.40	1.50	2.60	99.0	B
60	5.5	65.20	7.5	2.20	4.30	1.50	2.90	99.0	C
60	5.5	65.82	7.5	2.30	4.20	1.50	3.20	99.0	D

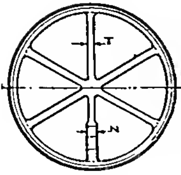


3 RIBS SPIGOT BEAD 2 RIBS

E = actual outside diameter, Table No. 1.

TABLE NO 14—PLUGS.
(Dimensions in Inches)

Nominal Diameter	L	M	Number of Ribs	T_1	T_2	T_3	Class.
4	5.5	....	....	0.50	0.40	0.20	D
6	5.5		....	0.60	0.40	0.20	D
8	5.5	2.0	2	0.60	0.40	0.20	D
10	6.0	2.0	2	0.70	0.50	0.20	D
12	6.0	2.0	2	0.75	0.50	0.20	D
14	6.0	2.0	2	0.70	0.50	0.20	A–B
14	6.0	2.0	2	0.75	0.50	0.20	C–D
16	6.5	2.0	3	0.70	0.50	0.20	A–B
16	6.5	2.0	3	0.80	0.60	0.30	C–D



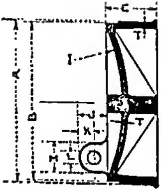


TABLE NO 45—BELL PLUG.

(Dimensions in Inches)

Nom Diam	Class	*A*	*B*	*E*	*J*	*K*	*L*	*M*	*N*	*I*	*T*
24	A–B	25 95	25 8	8	4 5	2 5	2 25	5 00	2 25	50	0 89
24	C–D	26 45	26 32	8	4 5	2 5	2 25	5 00	2 25	50	1 16
30	A	31 86	31 74	8	4 5	2 62	2 25	5 25	2 5	64	0 88
30	B	32 12	32 00	8	4 5	2 62	2 25	5 25	2 5	64	1 03
30	C	32 52	32 40	8	4 5	2 62	2 25	5 25	2 5	64	1.20
30	D	32 86	32 74	8	4 5	2 62	2 25	5 25	2 5	64	1 37
36	A	38 08	37 96	8	5 75	3 12	2 25	6 25	2 75	84	0 99
36	B	38 42	38 30	8	5 75	3 12	2 25	6 25	2 75	84	1.15
36	C	38 82	38 70	8	5 75	3 12	2 25	6 25	2.75	84	1 36
36	D	39 28	39 16	8	5 75	3 12	2 25	6 25	2 75	84	1 58
42	A	44 32	44 20	9	6 25	3 37	2 25	6 75	2 87	100	1 10
42	B	44 62	44 50	9	6 25	3 37	2 25	6 75	2 87	100	1 28
42	C	45 22	45 10	9	6 25	3 37	2 25	6 75	2 87	100	1 54
42	D	45 70	45 58	9	6 25	3 37	2 25	6 75	2 87	100	1 78
48	A	50 62	50 50	9	6 75	3 62	2 25	7 25	3 00	120	1 26
48	B	50 92	50 80	9	6 75	3 62	2 25	7 25	3 00	120	1 42
48	C	51 52	51 40	9	6 75	3 62	2 25	7 25	3 00	120	1 71
48	D	52 10	51 98	9	6 75	3 62	2 25	7 25	3 00	120	1 96
54	A	56 78	56 66	9	7 25	3 87	2 25	7 75	3 12	140	1 35
54	B	57 22	57 10	9	7 25	3 87	2 25	7 75	3 12	140	1 55
54	C	57 92	57 80	9	7 25	3 87	2 25	7 75	3 12	140	1 90
54	D	58 52	58 40	9	7 25	3 87	2 25	7 75	3 12	140	2 23
60	A	62 92	62 80	9	7 75	4 12	2 25	8 25	3.25	160	1 39
60	B	63 52	63 40	9	7 75	4 12	2 25	8.25	3.25	160	1 67
60	C	64 32	64 20	9	7 75	4 12	2.25	8 25	3 25	160	2 00
60	D	64 94	64 82	9	7 75	4 12	2 25	8 25	3 25	160	2 38

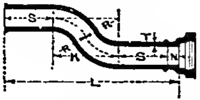


TABLE NO 16—OFF-SETS
(Dimensions in Inches.)

Nominal Diameter	N	S	K	L	R	T	Class.
4	2	10	13.85	35.85	8	0.52	D
6	2	10	24.25	46.25	11	0.55	D
8	2	10	26.00	48.00	15	0.60	D
10	2	10	27.70	49.70	10	0.68	D
12	2	10	29.45	51.45	17	0.75	D
14	2	10	31.20	53.20	18	0.66	A-B
14	2	10	31.20	53.20	18	0.82	C-D
16	2	10	32.90	54.90	19	0.70	A-B
16	2	10	32.90	54.90	19	0.89	C-D

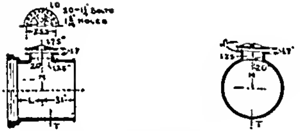


TABLE NO 17—MANHOLE PIPES
(Dimensions in Inches.)

Nom Diam	L	N	T	Class	Nom Diam	L	N	T	Class.
30	17	21	0.88	A	48	17	30	1.26	A
30	17	21	1.03	B	48	17	30	1.42	B
30	17	21	1.20	C	48	17	30	1.71	C
30	17	21	1.37	D	48	17	30	1.96	D
36	17	21	0.99	A	54	19	33	1.35	A
36	17	21	1.15	B	54	19	33	1.55	B
36	17	21	1.36	C	54	19	33	1.90	C
36	17	21	1.58	D	54	19	33	2.23	D
42	17	27	1.10	A	60	21	36	1.39	A
42	17	27	1.28	B	60	21	36	1.67	B
42	17	27	1.51	C	60	21	36	2.00	C
42	17	27	1.78	D	60	21	36	2.38	D

NOTE REGARDING LUGS ON BRANCHES

Lugs of the form and dimensions given in the preceding ... placed on the bells of side outlets on all branches, ... diameter and larger when desired

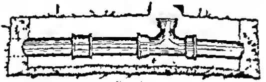
NUMBER AND WEIGHTS OF LUGS ON OUTLETS OF DIFFE...

Diameter of Outlet Inches	No. of Pairs of Lugs	Weight of Lugs on One Bell, Lbs.	Diameter of Outlet, Inches	No. of ... of Lugs
12	4	32	36	6
14	4	32	42	6
16	6	56	48	6
18	6	56	54 Class A and B	6
20	6	56	54 " C " D	6
24	6	56	60 " A " B	6
30	6	80	60 " C " D	6

... ad ... re- ... ing

A METHOD OF "CUTTING-IN" SPECIALS

Made in 4" to 16" diameters, inclusive, and espec... nated for use where it is necessary to cut a street ...



Cut A.

ting an extra hydrant, the opening of a new street, or the introduction of any other large service.

Cu. B

The above cuts illustrate the advantage of the "Cu... Special, one end of which is enlarged back of the bell, ...

its face made slightly oblique to the axis of the Special. Thus it is readily inserted as shown and necessitates but two joints. At the back of the bell and parallel to its face there is a projection or rib which fits the main pipe and forms a stop for the yarn. The Special is so made as to be adapted to varying thicknesses of pipes and presents no difficulty in making up.

TABLE OF STANDARD SIZES, CUTTING-IN TEES.

Diameter in Inches	Laying Length in Inches	Approximate Weight in Lbs.	Will take Pipe of	
			Inside Diameter, Inches	Thickness, Inches
3 × 3	16	90	3	
4 × 4	19	100	4	$\frac{7}{16}$ to $\frac{9}{16}$
6 × 6	21	190	6	$\frac{1}{2}$ " $\frac{5}{8}$
8 × 8	23	290	8	$\frac{1}{2}$ " $\frac{3}{4}$
10 × 10	24	380	10	$\frac{9}{16}$ " $\frac{3}{4}$
12 × 12	24	580	12	$\frac{9}{16}$ " $\frac{7}{8}$
14 × 14	31	780	14	$\frac{5}{8}$ " $\frac{15}{16}$
16 × 16	31	950	16	$\frac{5}{8}$ " 1

Side outlets of different diameter than main run, to order on

Among the advantages in the use of this Special are diminished excavations, saving in joints and labor, absence of holding and blocking up of pieces, variation of an inch or two in length of piece cut ... ned length of time the water ... the "Cutting-in" Special m... cessary, and where there is any uncertainty as to the location of side streets, it is cheaper to make the work continuous and "cut-in" branches with this Special as required.

There are also SHORT LENGTHS OF PIPE with the PATENTED BELL and a SPIGOT or with the PATENTED BELL and an ORDINARY BELL END. Where a change of grade or alignment is not sufficient to require a curved pipe, this form of short pipe admirably answers the purpose. With them also a break can be repaired without a sleeve with the least excavation and with but one extra joint.

Under ordinary circumstances, however, the author recommends the method illustrated in Cut A.

FLEXIBLE-JOINT PIPE.

Made in Lengths to Lay 12 Feet.

The joint A is that usually employed, and admits of the lead gasket moving upon the interior surface of the bell, which is carefully machined This design is sometimes modified by adding one or more lead grooves upon the spigot end.

A, Bell End, Machined Inside.

The design C is a more expensive joint, intended for the larger size of pipe, especially when they are used for conveying water under considerable pressure This joint has a split retaining ring or collar bolted to the hub, as shown, forming a very secure

FLEXIBLE-JOINT PIPE.

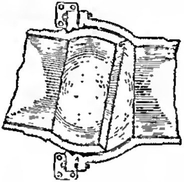
(Weights are approximate only)

Inside Diameter of Pipe, Inches	Thickness of Shell in Inches	Weight per Length, Lbs	Lead per Joint, Lbs	Inside Diameter of Pipe, Inches	Thickness of Shell in Inches.	Weight per Length, Lbs	Lead per Joint, Lbs
4	$\frac{9}{16}$	350	10	16	$\frac{15}{16}$	2190	77
4	$\frac{7}{16}$	250	10	16	$\frac{11}{16}$	1600	77
6	$\frac{5}{8}$	550	15	18	1	2640	93
6	$\frac{1}{2}$	440	15	18	$\frac{13}{16}$	1900	93
8	$\frac{3}{4}$	730	21	20	$1\frac{1}{16}$	3220	112
8	$\frac{5}{8}$	590	21	20	$\frac{13}{16}$	2560	112
10	$\frac{11}{16}$	1000	28	24	$1\frac{1}{8}$	4020	144
10	$\frac{9}{16}$	830	28	24	$\frac{15}{16}$	3440	144
12	$\frac{13}{16}$	1410	38	30	$1\frac{3}{8}$	6190	181
12	$\frac{5}{8}$	1100	38	30	1	4870	181
14	$\frac{7}{8}$	1770	64	36	$1\frac{5}{8}$	8800	250
14	$\frac{11}{16}$	1450	64	36	$1\frac{1}{4}$	6770	250

connection. For
lengths may be us
with a line partly i
usually resulting in extra expense, full-length pipe, necessitating fewer joints, are generally to be preferred

In standard flexible-joint pipe the maximum deviation permitted by the joint is 10°, taken in any direction.

In selecting the thickness of pipe for a submerged line, the internal pressure under which it will be in service is seldom the determining factor. as ample allowance should be made to minimize the risk of breakage in laying, and to withstand external shocks from floating ice or other objects. The enlarged hubs naturally add materially to the weight of flexible-joint piping; and the thicknesses and weights suggested in the table may be taken as in line with good practice.



C. Spigot End, Machined Outside and Fitted with Retaining Ring or Collar, Complete with Bolts

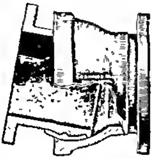
Made regularly in lengths to lay about twelve (12) feet.

A full assortment of flexible-joint pipe of design A, and of about the weights given in the table, usually in stock.

Design C to order only

Short sections, design C, of sizes 20" diameter and upward, for laying between ordinary pipe, to order.

Inquiries should state the approximate quantity of pipe, the thickness of shell, or weight per length, and time and place of *delivery desired.*



Knuckle-joints

KNUCKLE-JOINTS, SHORT SECTIONS

Style A

Inside Diameter of Pipe, Inches	Thickness of Pipe, Inches	Outside Diameter of Flange, Inches	Laying Length: Bell Ends, Inches	Laying Length: Bell and Spigot Inches	Laying Length: Flange Ends, Inches	Approximate Weight in Lbs: Joint with Bell or Bell-and-spigot Ends without Lead	Approximate Weight in Lbs: Joint with Flange Ends, without Lead	Approximate Weight in Lbs: Lead per Joint.
4	$\frac{7}{16}$	9	$10\frac{1}{2}$	$22\frac{1}{2}$	$10\frac{1}{2}$	100	80	10
6	$\frac{1}{2}$	11	$11\frac{1}{2}$	$23\frac{1}{2}$	$11\frac{1}{2}$	140	100	15
8	$\frac{9}{16}$	$13\frac{1}{2}$	$12\frac{1}{2}$	$24\frac{1}{2}$	$12\frac{1}{2}$	220	160	21
10	$\frac{5}{8}$	16	$14\frac{1}{4}$	$26\frac{1}{4}$	$14\frac{1}{4}$	310	230	28
12	$\frac{11}{16}$	19	16	28	16	440	350	38
14	$\frac{3}{4}$	21	$17\frac{3}{4}$	$29\frac{3}{4}$	$17\frac{3}{4}$	580	460	64
16	$\frac{7}{8}$	$23\frac{1}{2}$	$19\frac{1}{2}$	$31\frac{1}{2}$	$19\frac{1}{2}$	780	640	77
18	$\frac{15}{16}$	25	$21\frac{1}{4}$	$33\frac{1}{4}$	$21\frac{1}{4}$	990	800	93
20	1	$27\frac{1}{2}$	23	35	23	1280	1050	112
24	$1\frac{1}{16}$	32	$25\frac{1}{2}$	$37\frac{1}{2}$	$25\frac{1}{2}$	1700	1410	144
30	$1\frac{1}{4}$	$38\frac{3}{4}$	29	41	29	2720	2300	181
36	$1\frac{1}{2}$	$45\frac{3}{4}$	$32\frac{1}{2}$	$44\frac{1}{2}$	$32\frac{1}{2}$	4100	3570	250

Connecting Mains.—In a paper upon this subject Mr. Forstall advocates the following table to determine the size of connections and the method of making same:

NEW MAIN TO EXISTING MAINS.

Size of New Mains	Size of Existing Mains							
	30 in	24 in	20 in.	16 in	12 in	8 in.	6 in	4 in.
4 inch	Saddle P'ce or flat Flg	Saddle Piece	Saddle P'ce Split sl'ves	Insert Branch	Insert Branch	Insert Branch	Insert Branch	Insert Branch
6 inch	"	"	"	"	"	"	"	
8 inch	"	"	"	"	"	"		
12 inch } 16 inch }	Insert Branch	Insert Branch	Insert Branch	" "	"			
20 inch	"	"						
24 inch	"	"						
30 inch	"							

Tools for Laying Cast-iron Pipes.—After the material, including pipe and fittings, yarn, cement, or lead, has been ordered, the following tools will be needed for the work. The number of laborers required and the tools needed will, of course, vary with the size and length of the main to be laid. If a considerable main, say 4, 6, or 12 inch, to each fifty laborers two pipe handlers in trench, one yarner, four calkers, one lead-jointer, and one blocking man will be sufficient to start the men.

1 tapping-machine, $\frac{3}{4}''$ to 2″ taps.
4 calking-hammers.
2 Trimo wrenches, 18″ and 24″.
4 8-pound striking-hammers for use with dog-chisel in cutting cast-iron pipes
2 15″ monkey-wrenches.
3 dog-chisels with handles.
1 2-lb. machinists' hammer.
1 12-lb. sledge-hammer.
2 paving-hammers.
4 sets calking-tools—8 pieces to the set.
6 lead-chisels.
4 split-chisels.
4 yarning-irons.
6 cold-chisels.
6 diamond-points.
2 5-ft. crowbars.
10 railroad tamping-bars.
6 4″ trowels
1 10″ trowel.
2 18″ spirit-levels.
1 iron oil-can.

1 hand-saw
1 2-man saw.
2 axes
2 dozen street-lanterns with red globes.
1 dozen iron-plug dirt-pounders
1 5-gallon kerosene-oil can
1 15×30 galvanized-iron cement can.
1 100-ft metallic tape measure
1 12-ft. pipe-scraper for scraping dirt out of pipe.
1 wheelbarrow
4 street-brooms
1 salamander furnace with lead kettle for same.
2 small lead kettles for pouring joints
2 pieces Manila rope 30 feet long
2 tripods A derrick or crabs
2 Yale & Town chain-block, or similar make.
4 tunneling-shovels
90 railroad-picks.
40 pick-handles
60 sharp-nose D-handle shovels
10 flat-nose D-handle shovels for bottom work and street-cleaning
1 lot assorted gas-bags These should never be left around in the tool-box, but should be called for as needed.
6 12×18×4″ galvanized-iron cement pans
4 galvanized water buckets
4 pairs rubber gloves
Wooden plugs or stoppers to fit various size mains.
2 tool-boxes—1 for lighter material and 1 for picks, shovels, crowbars, sledges, etc.
1 or more three-wheel pipe-cutters to cut from ¾″ to 2″.
1 threading-machine ¾″ to 2″, or Beaver die stock and portable vise
2 slings of rope
6 forks (for separating gravel).
2 sets of Lawn horseshoes for tamping (discretionary).
1 set C 1 pipe-cutters, Hall or Rodfield type, with extra links.

Under some circumstances on long lines a pneumatic hammer, the compressor being driven by portable gasoline engine and the hammer fitted with calking-tools, may be used to advantage.

Wrought-iron Low-pressure Mains.—In laying wrought-iron mains the preparation to be made is the same as for cast-iron mains, with the exception that it is not customary in laying low-pressure natural-gas mains to make any provision for laying to grade. There is, of course, some difference in the tools required

for the work. In addition to the ordinary tools required by the laborers for digging the trench, etc, the following tools will be needed by the pipe-layers.

2 sets stocks and adjustable (retreating dies) for rechasing and cleaning threads.

Swabs for cleaning out the different-size mains.
2 pipe-jacks and boards
4 pairs of tongs for each size main to be laid.
2 sets of chain-tongs.
Diamond-point chisels.
Cape-chisels
Machinists' hammers.
Crowbars.
1 large air-pump (may be power driven) and gage.

The lay-tongs are pipe-tongs made for this kind of work. They are very long, are built heavy, and the bit is held in place by a wedge, and having four sides can be turned and a fresh biting edge obtained. Chain-tongs are best for fittings.

Where the work is extensive and a long line of pipe to be run, a power winch, with two hand-wheels and a chuck for holding the pipe, may be used to advantage for screwing home pipe, the joint being started by hand and several lengths being screwed at one operation.

Blasting.—Where it is necessary to blast in close quarters, or where the
obviated (
a heavy r
being weighed down by heavy timbers and stones. The mesh of the nets should not exceed three to four inches and the net laid slack.

Service Gang and Tools.—A service gang usually consists of one fitter and his helper and three to six laborers. A competent fitter may be foreman of this gang. In addition to the service wagon containing pipe-lengths, fittings, etc., and a portable vise, either with bench or attachable to a post, the equipment usual for each gang is:

3 sharp-nose D-handle shovels.
1 set adjustable stock and dies, Beaver type.
1 ratchet stock and dies, for trench and repair work.
1 long-handled shovel for tunneling.
4 railroad-picks with handles.
2 steel forks for separating dirt and gravel.
2 3′ 6″ crowbars.
1 street-broom.
1 tapping-machine, ¾″ to 2″.

1 12-lb. sledge
2 18" and 124" Trimo wrenches.
1 10" Trimo wrench
2 18" wall-chisels
1 3-wheel pipe-cutter (with extra wheels) for trench.
1 hatchet
1 wheel pipe-cutter for vise work
1 18" bastard file
1 2-lb. machinist's hammer
1 oil-can and oil
3 lanterns and red globes, 1 oil-can for same.
1 small test-pump and gage

No laboring gang should be allowed to assemble upon the work without proper tool and supply equipment, as enormous delays frequently occur, due to the lack of some necessary tool, and the cost of the operation is correspondingly increased.

The use of the above inventories will be found of some convenience for checking up the equipment prior to the start of the [illegible]

[illegible] ...onsible.

1 [illegible] 1 cu. yd.

An earth-wagon (large size) 3 cu. yds.
Wheelbarrow, 0 1 cu yd
One single load of earth = 27 cu. ft. = 21 bushels.
One double load of earth = 54 cu ft.
One cu. yd of gravel = 18 bu (in the pit).
One cu. yd of gravel = 24 bu. (when dug).

When formed into embankments gravel sinks 1/4 in height and decreases 1/4 in bulk.

Earth (well-drained) will stand in embankments about 1½ to 1. (O'Connor)

Weight of Yarn.—In making lead joints for cast-iron mains the weight of calking-yarn necessary is about as follows:

WEIGHT OF YARN PER JOINT.

Diameter Pipe, Inches	Weight of Yarn, Ounces	Diameter Pipe, Inches.	Weight of Yarn, Ounces.
3	3 to 3¼	12	10
4	3½	16	12
6	4¾	20	14¼
8	5¾	23	21¼
10	6½	30	22

Economic Sizes of Purifying-boxes (Newbiggin's 6th Edition). —"Where there are intended to be four purifiers (what we term the four-box system), three always in action, the maximum daily (24-hour) make of gas, expressed in thousand cubic feet, multiplied by the constant 0.6, will give the superficial area in feet for each purifier" Or 60 square feet of area in each box per 100,000 cubic feet make per 24 hours.

(Mr J A. P. Crisfield, representing the most approved American practice)

Assuming a time contact of 60 seconds (oxide of iron),

$$60 = \frac{3600V}{3R},$$

where V is volume of oxide in cubic feet (between inlet of first box and point of test); R equals rate of "make per hour."

This "volume of oxide" may of course be divided by any number necessary to determine the various sizes of boxes found to be convenient

Or the equation may be simplified to read

$$R = 20V;$$

or the volume of oxide between the inlet of the purifiers and the completion of treatment for sulphureted hydrogen must be 1/20 of the rate of flow of gas per hour

This rate of flow should be based upon the maximum or "peak" load of the year's output Due allowance should of course be made in the installation of boxes for an increase of manufacture. It is also based upon the purification of carburetter water-gas, and should be increased approximately one-third in area of square feet for coal-gas.

Mr Crisfield's formula, being based upon an equation between cost of installation, interest, and depreciation of apparatus of boxes, and the cost of labor and operation, undoubtedly constitutes the highest authority for American engineers.

SUBJECT-INDEX.

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